

Project Development & Environment Study

Selmon Expressway (SR 618) Downtown Viaduct Improvements
From Florida Avenue to South 22nd Street

Final Cultural Resource Assessment Survey Report

THEA Project Number: 52.20.02
FDOT WPI Segment Number: 416361 4
Hillsborough County

Prepared for



Approved: October 2009
Cover Updated: June 2010

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Prepared for:



Prepared by:

Archaeological Consultants, Inc.



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Approved: October 2009
Cover Updated: June 2010

ERRATA SHEET

This Cultural Resource Assessment Survey Report (CRAS) is now a State Environmental Impact Report (SEIR), and hence all references to FHWA and federal funding can be ignored.



Florida Department of Transportation

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CHARLIE CRIST
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STEPHANIE C. KOPELOUSOS
SECRETARY

October 15, 2009

Ms. Linda Anderson
Federal Highway Administration
Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RE: WPI Segment No.: 416361-4; THEA Project No.: 52.20.02
Selmon Expressway (SR 618) Downtown Viaduct Improvements from Florida
Avenue to South 22nd Street PD&E Study
Hillsborough County

Dear Ms. Anderson:

Enclosed are two copies of the Cultural Resource Assessment Survey (CRAS) Report (October 2009) and a Survey Log Sheet for the above referenced project. The Downtown Viaduct PD&E Study is being conducted by the Tampa Hillsborough County Expressway Authority (THEA), in coordination with the Florida Department of Transportation (FDOT) District Seven and the Federal Highway Administration (FHWA). Proposed improvements include the widening of the existing structure to the inside to provide a 6-lane divided roadway. The build alternative will be situated within the existing right-of-way (ROW). This project may be constructed in conjunction with a proposed FDOT re-decking project of an approximately one mile segment of the existing viaduct structure located within the project area. The proposed re-decking will extend from Florida Avenue to North 12th Street.

Background research indicated that seven previously recorded historic resources were located within the historical project Area of Potential Effect (APE). The APE was defined, in consultation with the State Historic Preservation Officer (SHPO), as the property within approximately 200 feet from the centerline of the existing ROW since the roadway is already elevated and widening will primarily occur to the inside. These recorded resources include the National Register of Historic Places (NRHP)-listed Tampa Union Station (8HI298), the Seaboard Railway corridor (8HI11335), and five commercial and industrial-related historic structures (8HI6835, 8HI6838-8HI6841). The five commercial structures were determined ineligible for listing in the NRHP by the SHPO and the Seaboard Railway corridor (8HI11335) was not evaluated by the SHPO due to insufficient information.

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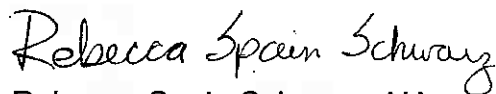
Based on coordination with the SHPO, no archaeological fieldwork was necessary since the existing ROW has been previously surveyed for archaeological resources. Only background research was provided in this report.

As a result of historical/architectural field survey, two previously recorded resources, the Seaboard Railway corridor (8HI11335) and historic structure (8HI6835) are no longer extant within the APE. The other five previously recorded historic resources (8HI298 and 8HI6838-8HI6841) have not been significantly altered since they were last recorded. The field survey did not result in the identification of any new significant historic resources.

Tampa Union Station (8HI298) is NRHP-listed, as well as locally designated as a City of Tampa Landmark. This historic property is located less than 300 feet west of the existing at-grade Reversible Express Lanes, and less than 100 feet northwest of the existing elevated Selmon Expressway. The build alternatives identified for this study are all within the existing ROW. No changes in the elevation of the existing expressway structure, or any new structures (e.g., off-ramps) are planned. However, should any new ROW or structural changes be needed, the project will be reevaluated to determine if 8HI298 could be affected by potential visual and/or noise impacts. Otherwise, project improvements should have no involvement with any cultural resources, including archaeological sites and historic structures which are listed, determined eligible, or considered potentially eligible for listing in the NRHP.

Provided your office concurs with the findings, please transmit one copy of the CRAS and the Survey Log Sheet to the SHPO for review and concurrence. If you have any questions, please do not hesitate to call me at (813) 281-8308.

Sincerely,



Rebecca Spain Schwarz, AIA
Cultural Resource Coordinator

Enclosure

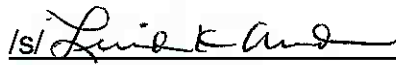
cc: Nahir DeTizio (FHWA); Roberto Gonzalez (FDOT); Robin Rhinesmith (FDOT);
Marty Stone (THEA); Jeff Novotny (American)

The FHWA finds the attached Cultural Resources Assessment Report complete and sufficient and approves / does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

PLEASE ADDRESS COMMENTS / CONCURRENCE TO: LINDA ANDERSON, FHWA 545 JOHN KNOX BLVD, STE 200, TALLAHASSEE, FL 32312, P: 850-942- 9650, X 3053. E: linda.anderson@dot.gov. PLEASE CC: ROY JACKSON, FDOT CMO, AND REBECCA SPAIN SCHWARZ, FDOT DF.



Martin C. Knopp
Division Administrator
Florida Division
Federal Highway Administration

10-28-2009
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2009-6809.



Laura A. Kammerer
Deputy State Historic Preservation Officer for Review and Compliance
Florida Division of Historical Resources

12.02.2009
Date

EXECUTIVE SUMMARY

The Tampa Hillsborough County Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) study to identify and analyze various alternative design concepts to meet the future traffic needs on the Selmon Expressway Downtown Viaducts from Florida Avenue to South 22nd Street in Hillsborough County (**Figure 1-1**). The total project length is approximately 1.7 miles. Proposed improvements include the widening of the existing structure to the inside to provide a divided 6-lane roadway. The build alternative will be situated within the existing right-of-way. Also included in this project is the proposed re-decking of an approximately one mile segment of the existing viaduct structure located within the project area, to be constructed by the Florida Department of Transportation (FDOT). The proposed re-decking will extend from Florida Avenue to North 12th Street. The design year for this project is 2035. The project is within Tampa city limits.

The Downtown Viaduct PD&E Study is being conducted by THEA, in close coordination with the FDOT District Seven, and the Federal Highway Administration (FHWA). The objective of this study is to help THEA, FDOT, and the FHWA reach a decision on the type, location and conceptual design for the necessary improvements for the Selmon Expressway to safely and efficiently accommodate future travel demand. This study will document the need for the improvements as well as the procedures utilized to develop and evaluate various improvements including elements such as proposed typical sections and preliminary horizontal alignments. The social, physical, and natural environmental effects and costs of these improvements will be identified. The alternatives will be evaluated and compared based on a variety of parameters utilizing a matrix format. This process will identify the alternative that will best balance the benefits (such as improved traffic operations and safety) with the impacts (such as environmental effects and construction costs). In addition, full consideration will be given to a “No-Build” alternative.

The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding of subsequent development phases (design, right-of-way acquisition, and construction).

This Cultural Resource Assessment Survey (CRAS) has been prepared for the proposed project by Archaeological Consultants, Inc. (ACI), in association with American Consulting Engineers of Florida, LLC. This study was undertaken to assist in complying with NEPA; Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR 800 (Protection of Historic Properties, revised January 2001), and in accordance with Chapter 267 of the Florida Statutes, and Part 2, Chapter 12 (Archaeological and Historic Resources) of the Florida Department of Transportation's Project Development and Environment Manual (revised). The purpose of the CRAS was to locate and identify any cultural resources within the area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The historical/architectural field survey was conducted in September 2009. No archaeological fieldwork was necessary since the existing right-of-way has been previously surveyed for archaeological resources. Thus, the methodology for the archaeological survey included background research only, consisting largely of a check of the FMSF digital database as well as examination of unpublished cultural resource management reports for projects within and proximate to the project (e.g., ACI/Piper Archaeology 1981; Baker 1978; Janus Research 2000; Janus Research/Piper Archaeology 1993). Background research indicated that seven archaeological sites are located within 200 feet of the existing right-of-way.

Background research indicated that seven previously recorded historic resources were located within the historical project APE, which was defined, in consultation with the Division of Historical Resources, as the property within approximately 200 feet from the centerline of the existing right-of-way. The APE was drawn to take into account the potential visual, noise, and secondary impacts. These recorded resources include the NRHP-listed Tampa Union Station (8HI298), the Seaboard Railway corridor (8HI11335),

and five commercial and industrial-related historic structures built between ca. 1912 and 1948 (8HI6835, 8HI6838 through 8HI6841). The five historic structures were determined ineligible for listing in the NRHP by the State Historic Preservation Officer (SHPO), and the Seaboard Railway (8HI11335) was not evaluated by the SHPO due to insufficient information.

As a result of field survey, two previously recorded resources, the Seaboard Railway (8HI11335) and historic structure (8HI6835), are no longer extant within the APE. The other five previously recorded historic resources (8HI298 and 8HI6838 through 8HI6841) have not been significantly altered since they were last recorded. Field survey did not result in the identification of any newly historic resources (now 50 years of age or older).

Of the five extant historic resources located within the project APE, the SHPO previously evaluated 8HI6838 through 8HI6841 as ineligible for listing in the NRHP. On the other hand, 8HI298, Tampa Union Station, is NRHP-listed, as well as locally designated as a City of Tampa Landmark. This historic property is located less than 300 feet west of the at-grade Reversible Express Lanes, and less than 100 feet northwest of the existing elevated Selmon Expressway. The build alternatives identified for this study are all within the existing right-of-way. No changes in the elevation of the existing structure, nor any new structures (e.g., off ramps) are planned. However, should any new right-of-way or structural changes be needed, 8HI298 may be affected by potential visual and/or noise impacts. Otherwise, project improvements should have no involvement with any cultural resources, including archaeological sites and historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP.

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Section 1.0 - INTRODUCTION

1.1 Project Description

The Tampa Hillsborough County Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to evaluate possible capacity improvements along approximately 1.7 miles of the Selmon Expressway (SR 618 (expressway)), currently a four-lane, continuous elevated structure through downtown Tampa. The study limits for this project are from Florida Avenue to South 22nd Street in Hillsborough County, Florida. The design year for the improvements is 2035. A project location map is shown in **Figure 1-1**.

Alternative capacity improvements to be evaluated include; 1) widening the existing structures to the inside to provide a divided six-lane roadway and 2) constructing a westbound, one-lane ramp from the nearby expressway Reversible Express Lanes (REL) structure that will tie to the downtown viaduct. The westbound, one-lane ramp alternative will also include a one-lane widening of the eastbound viaduct structure to the outside for a total of three eastbound lanes. Both build alternatives will be within existing expressway right-of-way. Also included in this project is the proposed re-decking of an approximately one mile segment of the existing viaduct structure located within the project limits, to be constructed by FDOT. The proposed re-decking will extend from Florida Avenue to North 12th Street. The project area is within the Tampa city limits for the entire study length.

The PD&E study is being prepared and funded by the THEA in close coordination with the Florida Department of Transportation (FDOT) District Seven and the Federal Highway Administration (FHWA); therefore, it is not in the FDOT Work Program.



Figure 1-1: Project Location Map

**Selmon Expressway (SR 618)
 Downtown Viaduct
 Improvements PD&E Study
 from Florida Ave to South 22nd St
 Hillsborough County**

The western terminus of the project is Florida Avenue; this terminus was selected because it incorporates the deck replacement limits, and enables the four high volume, downtown exit and entrance ramps of the expressway to be contained within the projects limits. These four ramps receive and apply approximately two thirds of the total am and pm peak hour traffic along the viaduct entering downtown from the east. Downtown ramps that are located west of the project limits experience relatively low traffic volumes.

The majority of downtown traffic on the expressway enters and leaves from the east. This volume will increase with the opening of the I-4 Connector. Previous THEA traffic studies have determined that if traffic significantly increases from the west, then an alternative entrance from the expressway system to the downtown business district would be needed. This alternative entrance would be via a northern extension of the expressway that would be located west of the Hillsborough River, and would cross the river at a new location. For these reasons, consideration of capacity improvements on the existing expressway, westward of the proposed logical terminus is unnecessary and would not affect the purpose and need of the project.

The eastern project terminus meets the four-lane to six-lane transition that will be constructed as part of the I-4 Connector. This will allow for a continuous six-lane section for the expressway in this area, and is thus the logical terminus both geometrically and for traffic. The existing viaduct structure ends at 19th Street, so the continuation of the widening to South 22nd Street in a build alternative would be by embankment and asphalt pavement.

The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding of subsequent development phases (design, right-of-way acquisition, and construction).

The sections, townships and ranges where the project is located are summarized in **Table 1-1**. Based on long-range planning, projected population and employment growth, and

projected traffic volumes, the Hillsborough County Metropolitan Planning Organization (MPO) has included this project in the Hillsborough County MPO’s Cost Feasible Long-Range Transportation Plan (LRTP) that will be adopted in November 2009. This project will also be included in the transportation element of the Hillsborough County Comprehensive Plan for consistency. MPO travel demand estimates indicate that daily traffic volumes will increase on the Expressway due to the I-4 Connector project and high expectancy population and employment growth of the Tampa area.

Table 1-1: Project Sections, Townships, Ranges

Hillsborough County		
Sections	Townships	Ranges
24	29 S	18 E
17, 18, 19	29 S	19 E

In addition, full consideration will be given to a “No-Build” alternative. Study objectives include the following: determine proposed typical sections, and develop preliminary horizontal and vertical geometry for the bridges and roadway approaches, while minimizing impacts to the environment and ensuring project compliance with all applicable federal and state laws. Improvement alternatives will be identified which will improve safety and meet future transportation demand.

Based on comments received during the preliminary planning for this project through FDOT’s Efficient Transportation Decision Making (ETDM) Process (Programming Screen #11840), a Type II Categorical Exclusion is the level of environmental documentation required for this project.

1.2 Purpose of Report

This Cultural Resource Assessment Survey (CRAS) Report is a component of the larger PD&E Study. The CRAS was undertaken to assist in complying with NEPA, Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as

amended), as implemented by 36 CFR 800 (Protection of Historic Properties, revised January 2001); and in accordance with Chapter 267 of the Florida Statutes, and Part 2, Chapter 12 (Archaeological and Historic Resources) of the Florida Department of Transportation's PD&E Manual (revised). All work was carried out in conformity with the standards contained in the Florida Division of Historical Resources' Cultural Resource Management Standards & Operational Manual (2003) and Chapter 1A-46, Florida Administrative Code.

The purpose of the CRAS was to locate and identify any cultural resources within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). Since any widening (inside or outside) will be done within the existing right-of-way of the Expressway, the project APE for the historical/architectural survey was defined, in consultation with the Division of Historical Resources, as the property within approximately 200 feet from the centerline of the existing right-of-way. The historical/architectural field survey was conducted in September 2009. No archaeological fieldwork was necessary since the existing right-of-way has been previously surveyed for archaeological resources; however, background research has been provided in this report.

1.3 Existing Facility and Proposed Improvements

The Selmon Expressway is primarily an east/west facility, which in its entirety, extends from a western terminus at Gandy Boulevard (US 92/SR 600) to an eastern terminus at Brandon Parkway in Hillsborough County. The Selmon Expressway corridor is functionally classified as an Urban Other Principal Arterial highway and is part of the Florida Intrastate Highway System (FIHS), which is comprised of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is the highway component of the Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic.

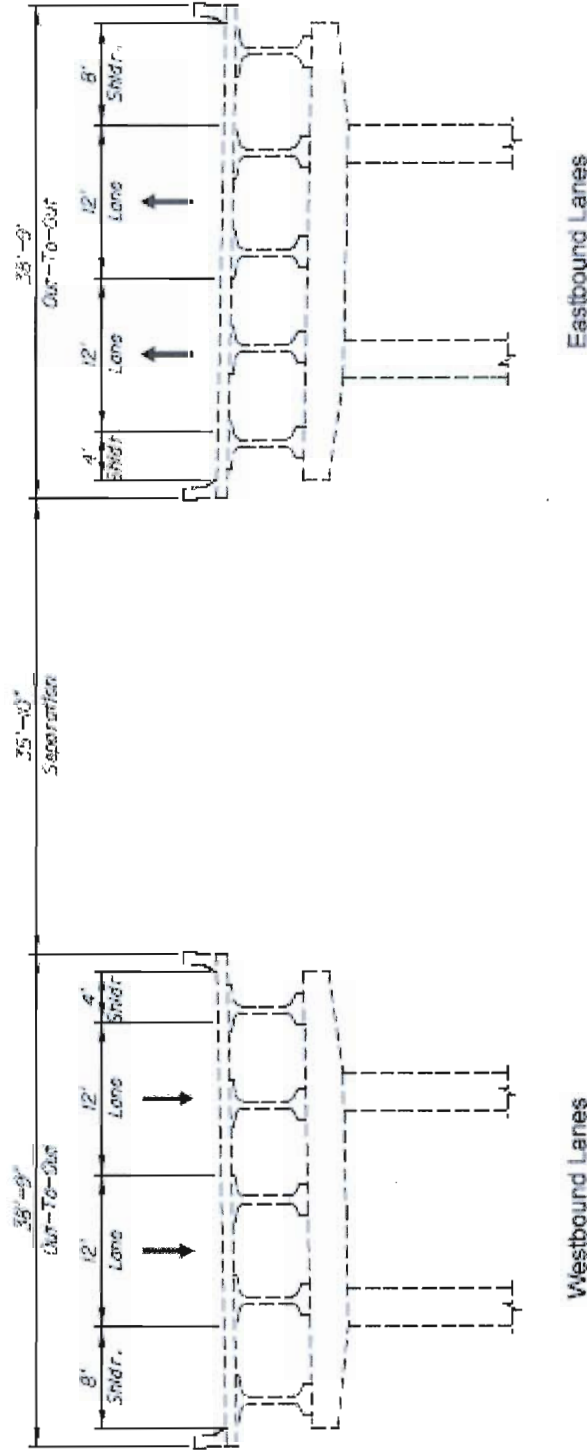
The existing typical section of the Expressway from Florida Avenue to west of Channelside Drive is currently a set of twin viaduct bridges carrying two elevated lanes in each direction. A separate bridge carrying three RELs from east of Channelside Drive to South 22nd Street is situated north of or within the Viaduct structure, at the east end of the study area. The existing typical sections are shown in **Figures 1-2a-b**. Proposed “Build” alternative improvements considered 1) an additional travel lane in each direction of the viaduct generally to the inside of the existing lanes (**Figure 1-3a-d**), or 2) constructing a westbound, one-lane ramp from the nearby expressway REL structure that will tie to the downtown viaduct and widen the eastbound viaduct by adding one lane. After initial review the REL ramp connection alternative was dropped from further consideration. This PD&E study will also consider the “No-Build” alternative.

1.4 Purpose and Need of Proposed Improvements

The downtown viaduct of the Selmon Expressway will need capacity improvements to maintain the required level-of-service based on projected traffic volumes, particularly as a result of the FDOT’s nearby I-4 Connector project. The purpose of the PD&E study is therefore to develop and evaluate build alternatives that will accomplish this need, by expanding this divided four-lane facility into the equivalent of a divided six-lane facility.

The expressway also experienced higher than anticipated traffic growth after the REL project was opened to traffic in August 2006, and the original Tampa Interstate Study (TIS) and LRTP planning for the capacity improvement on the expressway’s downtown viaduct did not anticipate construction of the I-4 Connector until approximately 2025. By constructing the I-4 Connector more than 10-years earlier than planned, the need for additional capacity on the viaduct into downtown Tampa has been accelerated.

The I-4 Connector project being implemented by FDOT, which will link I-4 to the expressway east of South 22nd Street, is scheduled to begin construction in early 2010. System linkage, notably between the I-4 Connector that will serve the Port of Tampa and the Cruise Ship Terminal, the downtown exits into Tampa’s Central Business District,

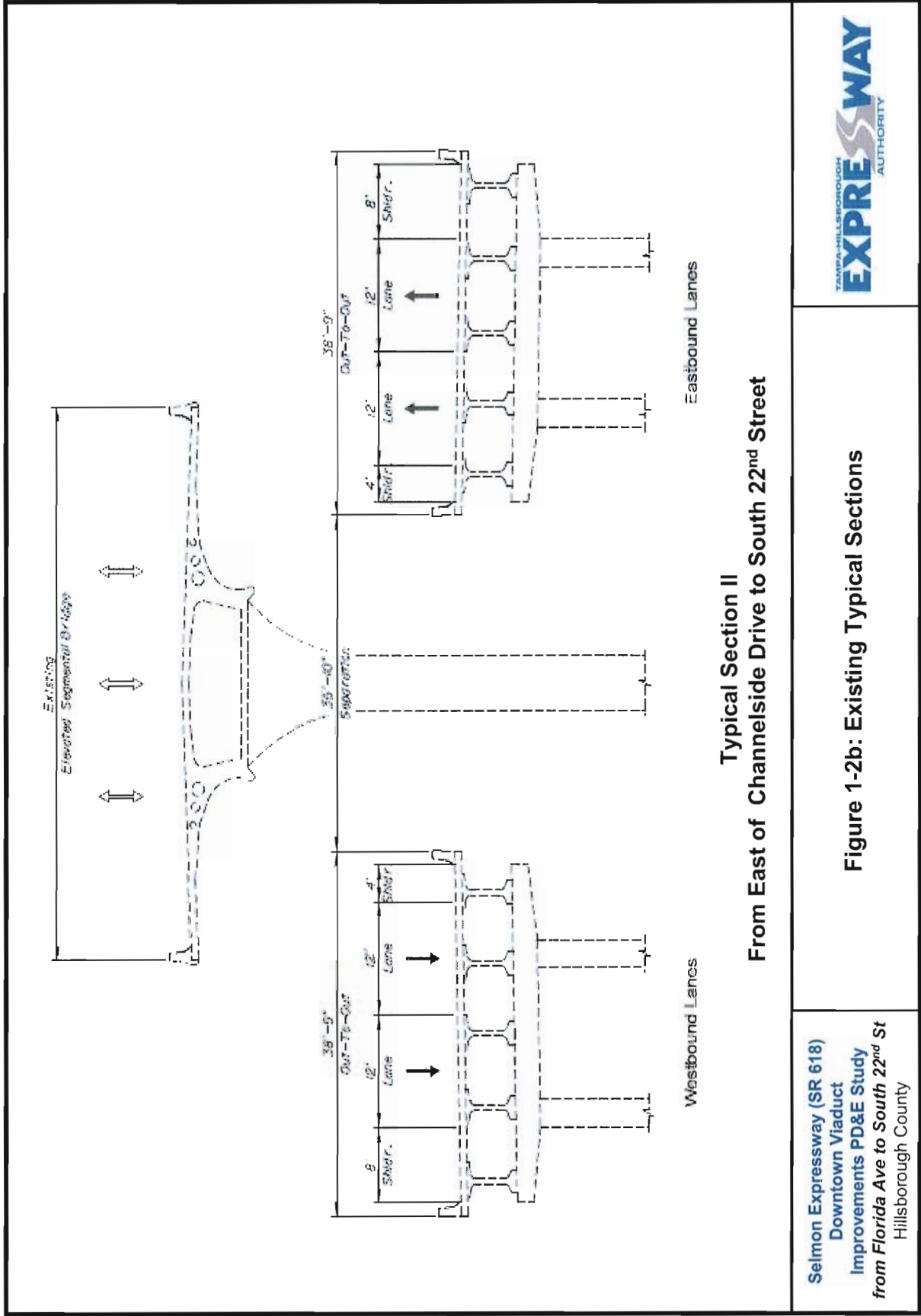


Typical Section I
From Florida Avenue to West of Channelside Drive

Selmon Expressway (SR 618)
Downtown Viaduct
Improvements PD&E Study
from Florida Ave to South 22nd St
Hillsborough County

Figure 1-2a: Existing Typical Sections

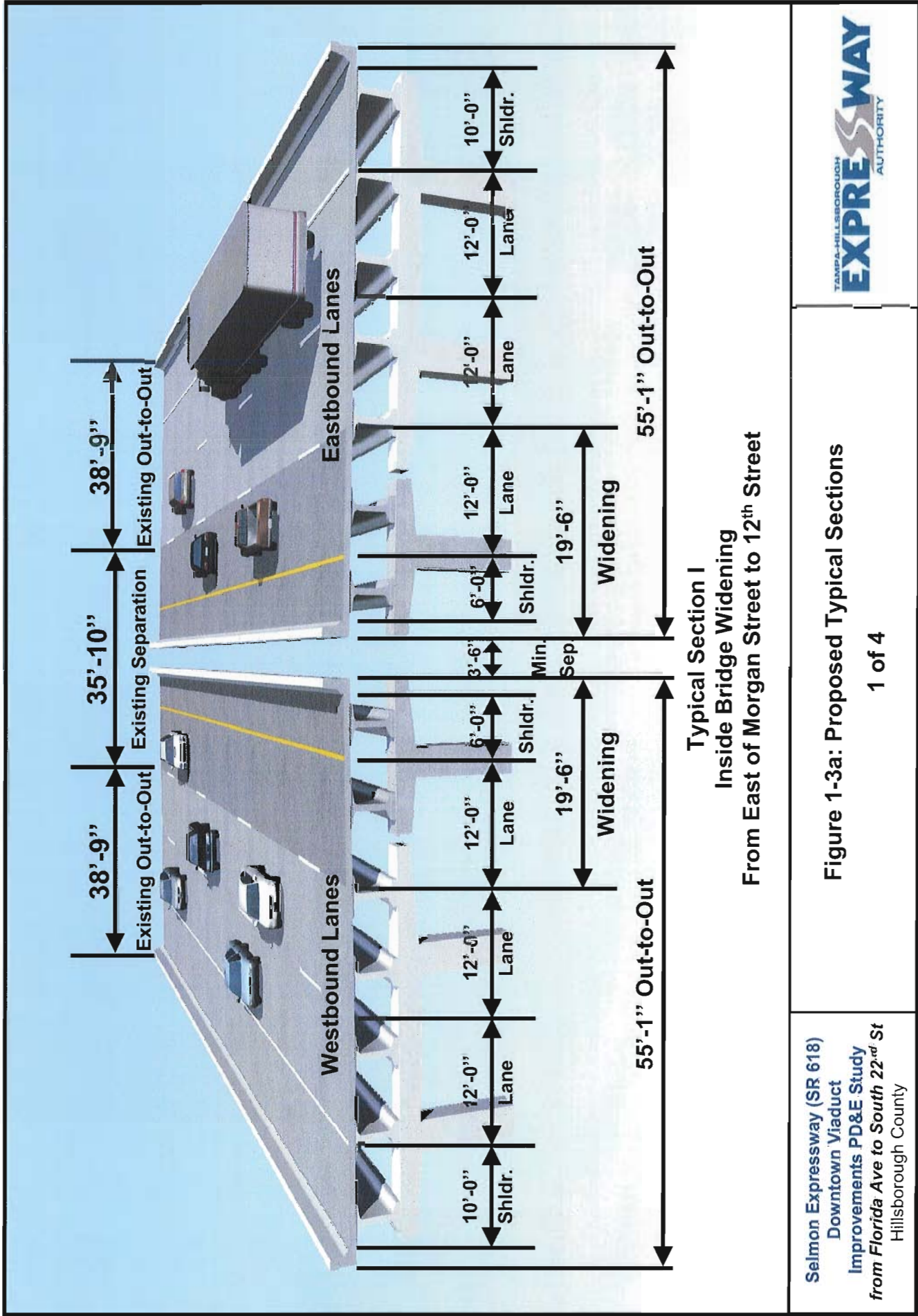




Typical Section II
From East of Channelside Drive to South 22nd Street

Selmon Expressway (SR 618)
Downtown Viaduct
Improvements PD&E Study
from Florida Ave to South 22nd St
Hillsborough County

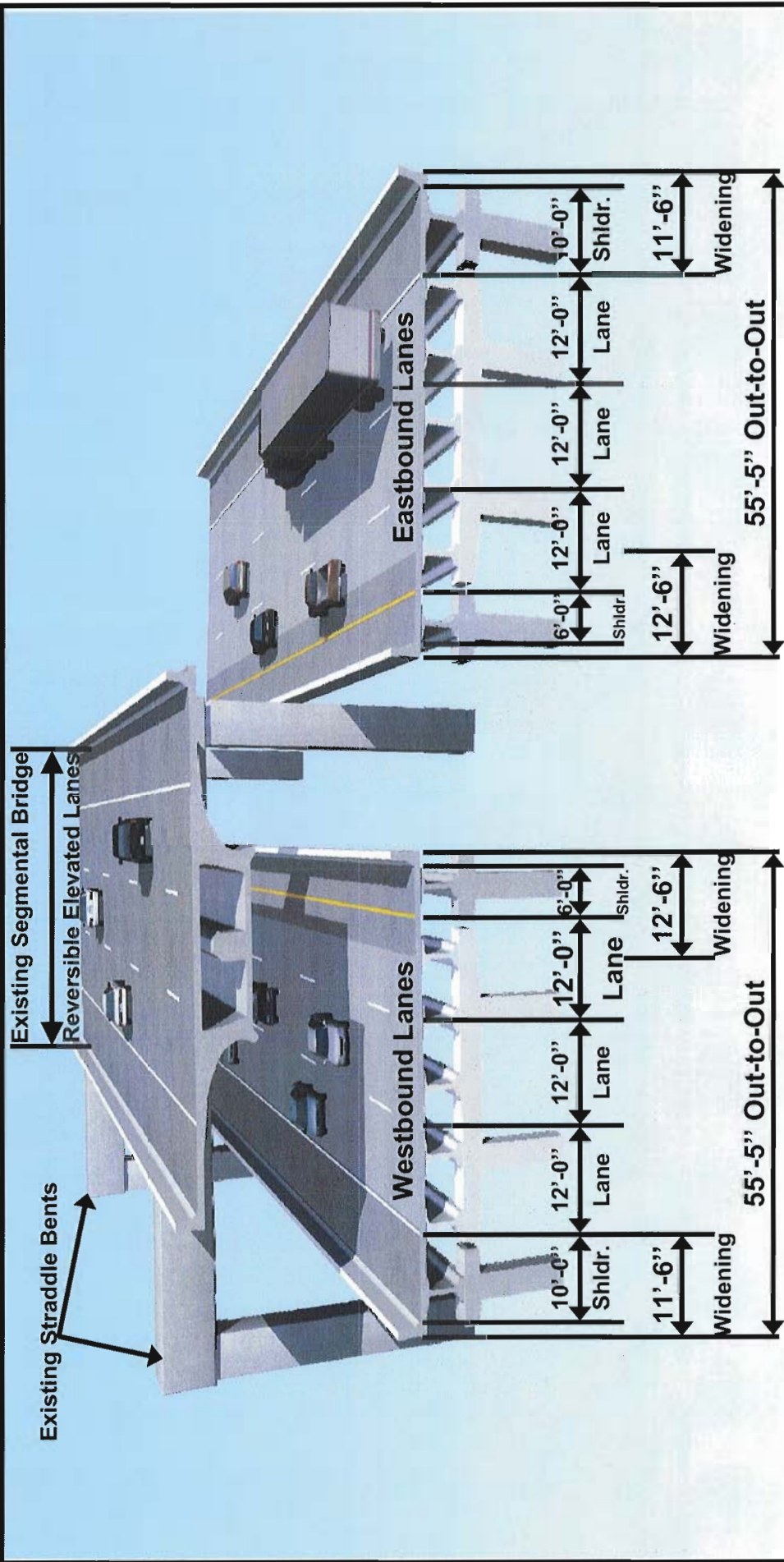




Selmon Expressway (SR 618)
 Downtown Viaduct
 Improvements PD&E Study
 from Florida Ave to South 22nd St
 Hillsborough County

Figure 1-3a: Proposed Typical Sections
 1 of 4



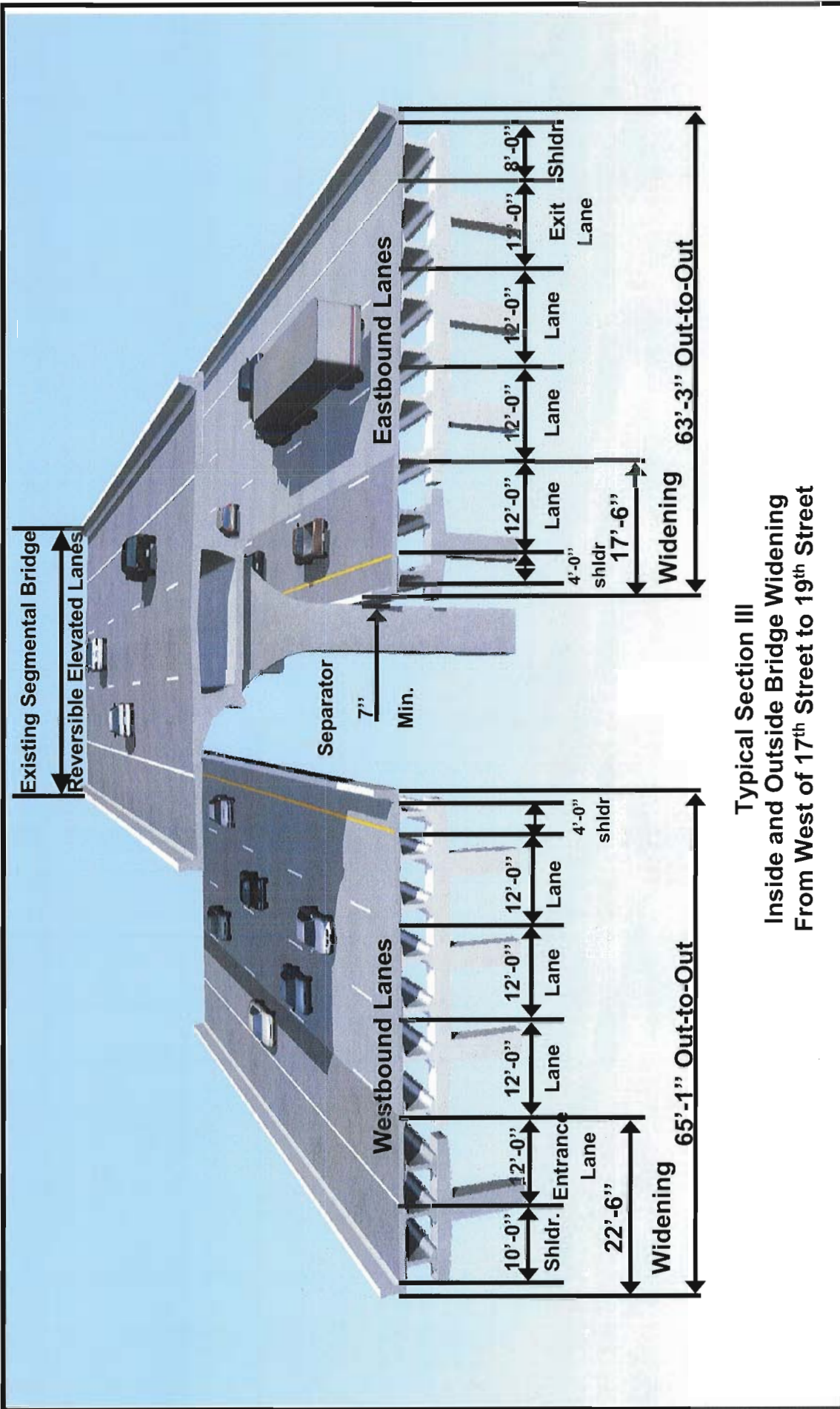


Typical Section II
 Inside and Outside Bridge Widening through REL Straddle Bents
 From 12th Street to West of 17th Street

Selmon Expressway (SR 618)
 Downtown Viaduct
 Improvements PD&E Study
 from Florida Ave to South 22nd St
 Hillsborough County

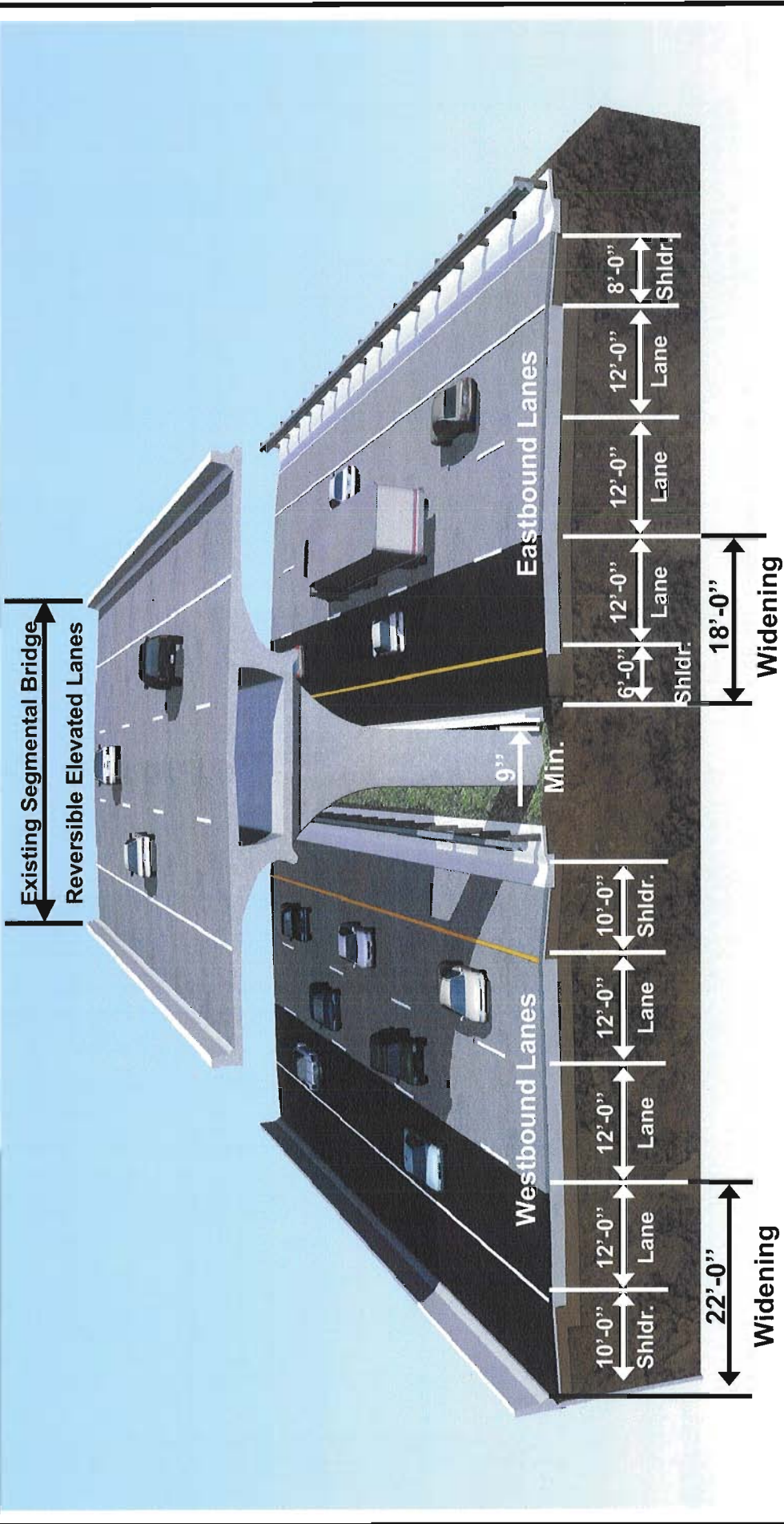
Figure 1-3b: Proposed Typical Sections
 2 of 4





Typical Section III
Inside and Outside Bridge Widening
From West of 17th Street to 19th Street

	<p>Figure 1-3c: Proposed Typical Sections</p> <p style="text-align: right;">3 of 4</p>
<p>Selmon Expressway (SR 618) Downtown Viaduct Improvements PD&E Study from Florida Ave to South 22nd St Hillsborough County</p>	



Typical Section IV Roadway Widening
 From 19th Street to 22nd Street

Selmon Expressway (SR 618)
 Downtown Viaduct
 Improvements PD&E Study
 from Florida Ave to South 22nd St
 Hillsborough County

Figure 1-3d: Proposed Typical Sections
 4 of 4



and MacDill Air Force Base near the southern end of the expressway, would be enhanced by a capacity improvement to the downtown viaduct. This improvement should also provide some congestion relief as a traffic alternative to the I-4/I-275 interchange and I-275 downtown ramps. The importance of the expressway to regional connectivity is also demonstrated by the designation as a highway corridor within the SIS. This designation is included in the Regional 2025 LRTP adopted by the West Central Florida MPO's Chairs Coordinating Committee (CCC). The SIS is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic, and the expressway is connected to this statewide network by its ramp connections to I-75, US 41, and US 301, and its future direct connection to I-4 via the Connector project.

The widening of the downtown viaduct is being included in the current update of the Hillsborough County MPO's Cost-Feasible LRTP that will be adopted in November 2009, and will also be included in the transportation element of the Hillsborough County Comprehensive Plan for consistency.

The expressway is an evacuation route designated by the Hillsborough County Emergency Management Office. This office also submitted an emergency plan to FDOT's Central Office for the expressway to operate in a contraflow condition, which will provide four-lanes for evacuation purposes from Gandy Boulevard eastward to 50th Street when necessary.

Since the expressway is mainly a commuter facility, the traffic is expected to grow correspondingly with the increase in population and employment of the Tampa area. However, the greatest impact on future traffic growth is the I-4 Connector project mentioned previously.

The population of Hillsborough County, according to the 2000 Census, was 998,948. This reflected an average annual increase of 16,489 persons, or about 2 percent per year, since the 1990 Census. The Hillsborough MPO's 2025 LRTP is based on a future

population estimate of 1,532,000. Based on the 2000 Census, employment was 672,400 and is projected to be 1,120,000 in 2025. This represents an increase in employment of approximately 67 percent. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future.

Current (2008) Directional Design Hourly Volumes (DDHV) on the viaduct range from 1,270 vehicles per hour (VPH) to 2,270 VPH. Projected DDHV on the viaduct with incorporation of the I-4 Crosstown Connector range from 2,070 VPH to 3,650 VPH in 2015; from 3,250 VPH to 5,610 VPH in 2020; and from 4,830 VPH to 6,420 VPH in 2035. These volumes result in a level of service (LOS) E at the WB off ramp to Kennedy Boulevard in 2025 PM peak period and LOS F in 2035 PM peak period. At the WB off ramp to Morgan Street it is LOS D and LOS E for 2025 and 2035 PM peak period respectively.

A critical crash rate analysis and a safety ratio were analyzed for this project from 2004 to 2009. The critical crash rate is a function of roadway segment length, traffic volume, and the average crash rate for the category of highway being tested. The critical crash rate was obtained from the Statewide Average Crash Rates for Urban Segments (toll roads) received from the Florida Department of Transportation. The critical and actual crash rates are measured in number of crashes per million vehicle miles traveled. The safety ratio is the ratio between the actual and critical crash rates for a given segment for a given year. It identifies safety issues or high crash segments along roads. A safety ratio greater than 1.0 indicates that the segment is experiencing more crashes than would be expected for this type of a segment in other parts of the state. From the crash analysis, the safety ratio for the study segment of SR 618 is 1.446, 2.133, 1.326 and 1.021 during the years 2005 to 2008 respectively. For the year 2004 it is 0.756, and year 2009 it is 0.518 (only for 4 months). Therefore, SR 618 within the study segment did exhibit a greater than average crash rate during the years 2005 to 2008.

Currently there are six express bus routes that utilize the expressway for the Hillsborough Area Regional Transit (HART), and one for the Pinellas Suncoast Transit Authority

(PSTA). Areas served by these routes include Pinellas County, downtown Tampa, Brandon, Dover, Fishhawk, Riverview, MacDill AFB, Southshore, South Brandon and Eastern Hillsborough County.

The expressway is connected to the Port of Tampa and Cruise Terminal via South 22nd Street, which will become more important when the I-4 Connector is completed. As previously mentioned, the expressway also has direct ramp connections to I-75, US 41, and US 301 that benefit freight movements.

Improving the capacity of the viaduct should provide some congestion relief to the I-4/I-275 interchange and I-275 downtown ramps, which are parallel facilities to the expressway.

Bicycle and pedestrian facilities cannot be accommodated on the expressway due to high vehicle speeds and limited access, though at-grade trails are planned by the City of Tampa along the less urbanized area adjacent to the expressway. Along the limits of this project the expressway is elevated and standard sidewalks and other amenities are provided by others along the urban streets below.

Section 2.0 – PHYSICAL SETTING

2.1 Project Location and Setting

The Downtown Viaduct Improvements Study project, which begins just east of the Hillsborough River in downtown Tampa, is located in Section 24 of Township 29 South, Range 18 East; and Sections 17, 18 and 19 of Township 29 South, Range 19 East (USGS Tampa, Fla. 1956, PR 1981; **Figure 2-1**). Today, the general project area is urbanized, with mostly commercial and industrial land uses (**Figure 2-2**). The local soils are part of the Urban land-Myakka-Smyrna association. Prior to urbanization, these nearly level, poorly drained soils supported natural vegetation consisting of longleaf pine and slash pine (USDA 1989:10). The terrain in the project area is generally flat, and part of the Gulf Coastal Lowlands physiographic region (White 1970). The Hillsborough River discharges into Tampa Bay, Florida’s largest open-water estuary. Representative views of the project are provided in Photos 2-1 through 2-3.



Photo 2-1: Near the south terminus of the project APE at the intersection of Jefferson Street and Brorein Street.

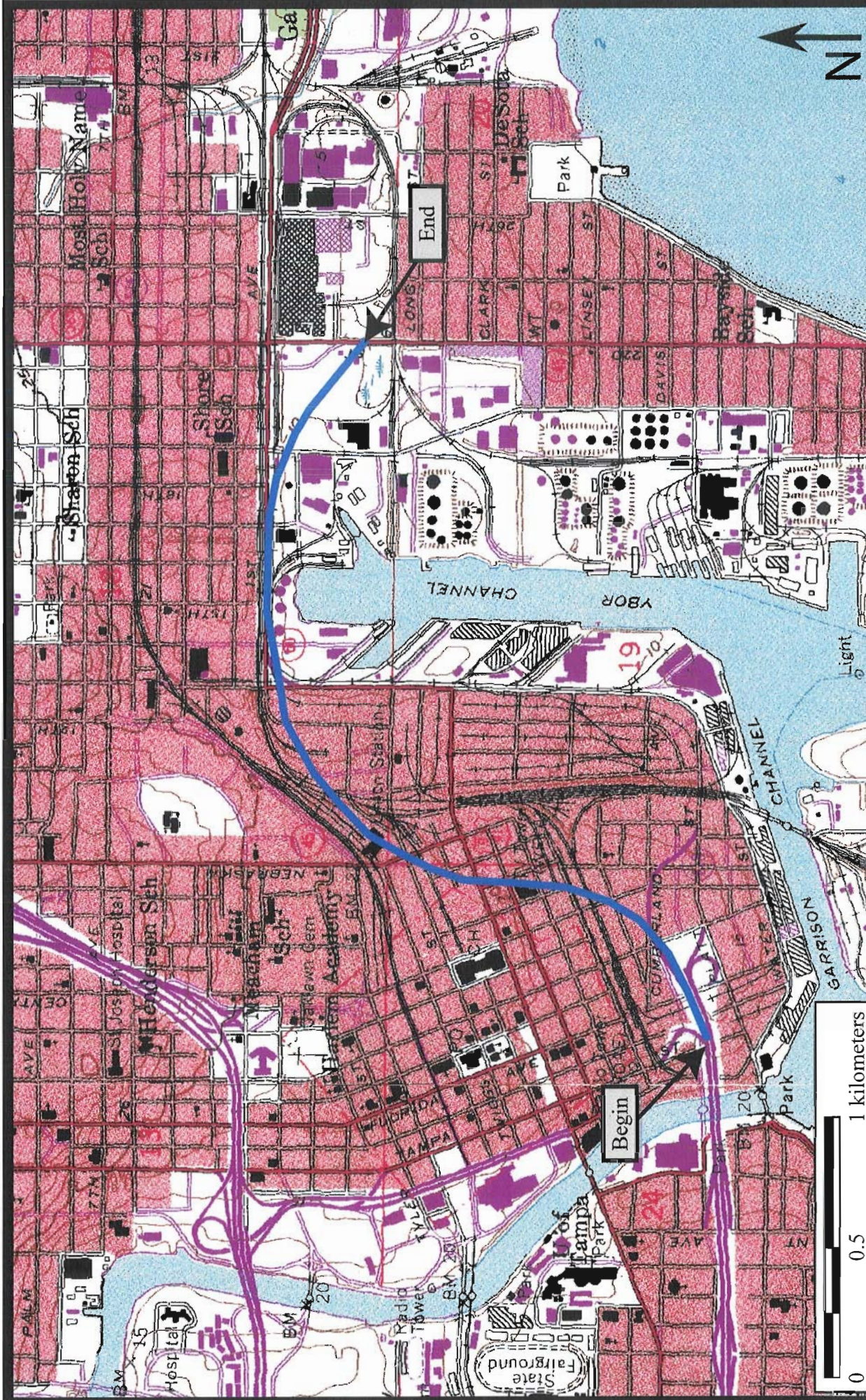


Figure 2-1: Environmental setting of the Downtown Viaduct Improvements Project; Township 29 South, Range 18 East, Section 24; Township 29 South, Range 19 East, Sections 17, 18 and 19 (GIS USGS Tampa 1982 mrg3220.tif).

Selmon Expressway (SR 618)
 Downtown Viaduct Improvements
 From Florida Avenue
 to South 22nd Street,
 Hillsborough County
 THEA Project Number: 52.20.02



Figure 2-2: Aerial view of the Downtown Viaduct Improvements Project

Selmon Expressway (SR 618)
 Downtown Viaduct Improvements
 From Florida Avenue
 to South 22nd Street,
 Hillsborough County
 THEA Project Number: 52.20.02

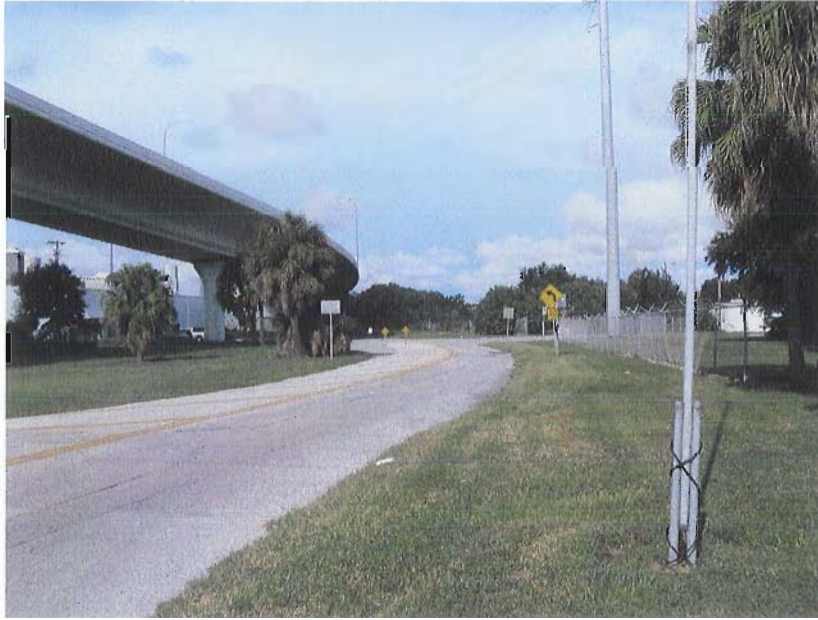


Photo 2-2: Approximate center of the project APE at the intersection of Adamo Drive and Channelside Drive, looking west.



Photo 2-3: Near the east terminus of the project APE near the intersection of 19th Street and Adamo Drive.

2.2 Paleoenvironmental Considerations

The prehistoric environment of Hillsborough County and the surrounding area was different from that which is seen today. Sea levels were much lower, the climate was drier, and potable water was scarce. Given the changes in water resource availability, botanical communities, and faunal resources, an understanding of human ecology during the earliest periods of human occupation in Florida cannot be founded upon observations of the modern environment. Aboriginal inhabitants would have developed cultural adaptations in response to the environmental changes taking place. These alterations were reflected in prehistoric settlement patterns, site types, site locations, artifact forms, and variations in the resources used.

Dunbar (1981:95) notes that due to the arid conditions during the period between 16,500 and 12,500 years ago, “the perched water aquifer and potable water supplies were absent.” Palynological studies conducted in Florida and Georgia suggest that between 13,000 and 5,000 years ago, this area was covered with an upland vegetation community of scrub oak and prairie (Watts 1969, 1971, 1975). The rise of sea level severely reduced xeric habitats over the next several millennia.

By 5,000 years ago, a climatic event marking a brief return to Pleistocene climatic conditions induced a change toward more open vegetation. Southern pine forests replaced the oak savannahs. Extensive marshes and swamps developed along the coasts and subtropical hardwood forests became established along the southern tip of Florida (Delcourt and Delcourt 1981). By about 3500 B.C., surface water was plentiful in karst terrains and the level of the Floridan aquifer rose to five feet above present levels. After this time, modern floral, climatic, and environmental conditions began to be established.

Section 3.0 - CULTURE CHRONOLOGY

3.1 Precontact Period Overview

Archaeologists summarize the prehistory of a given area by outlining the sequence of archaeological cultures through time. Archaeological cultures are defined largely in geographical terms, but also reflect shared environmental and cultural factors. The Downtown Viaduct PD&E Study project in Hillsborough County is located in the Central Peninsular Gulf Coast archaeological region, as defined by Milanich and Fairbanks (1980:24-26). This region extends from just north of Tampa Bay southward to the northern portion of Charlotte Harbor. Within this zone, Milanich and Fairbanks (1980), and Milanich (1994) have defined a sequence of temporal and cultural stages: Paleo-Indian, Archaic, Formative, Mississippian, and Acculturative. These divisions are based upon unique sets of material culture traits such as characteristic stone tool forms and ceramics, as well as subsistence, settlement and burial patterns. These broad temporal units are further subdivided into culture phases or periods: Paleo-Indian, Archaic (early, middle, and late), Manasota/Weeden Island-related (Formative) and Safety Harbor (Mississippian/ Acculturative) (Milanich 1994).

Aboriginal populations have inhabited Florida for at least 14,000 years. The earliest cultural stages are fairly similar throughout the southeastern U.S. Cultural regionalism began to develop approximately 7,000 years ago, during the Middle Archaic, as evidenced by varying settlement and subsistence patterns across the state. With the advent of fired clay pottery, regionalism became more pronounced and was clearly evident by 500 B.C. As a result of more than three decades of archeological investigations, all phases of precontact period occupation, from Paleo-Indian through Safety Harbor, have been identified within downtown Tampa. A brief summary of the defining cultural traits associated with each of the major stages is provided in **Table 3-1**.

Table 3-1: Cultural chronology and traits in the Central Peninsular Gulf Coast Archaeological Region.

Cultural Period Time Frame	Cultural Traits
Paleo-Indian 11,000 - 8000 B.C.E.	Migratory hunters and gatherers traveling between permanent and semi-permanent sources of water; Oasis model; Clovis, Suwannee, and Simpson projectile points; unifacial scrapers.
Early Archaic 8000-5000 B.C.E.	Hunters and gatherers; sites found in a variety of locales; stemmed projectile points such as Bolen, Greenbrier, Arredondo, Hamilton, and Kirk varieties, increase in population size and density, burials in wet environment cemeteries; fabric and cordage available.
Middle Archaic 5000-3000 B.C.E.	Occupation in the Hillsborough River drainage and along the Gulf coast; more evidence for coastal occupation; increased sedentism; increased variety of site types; burials also occur within midden deposits; stemmed, broad bladed projectile points; Newnan point most common; increased use of thermal alteration and silicified coral for stone tool manufacture.
Late Archaic/Orange 3000-500 B.C.E.	Preceramic and ceramic sites; point types include Culbreath, Clay, and Lafayette; orange series ceramics are fiber tempered and molded; plain ceramics and decorated with geometric designs and punctations; increased occupation of the coastal lagoons.
Manasota 500 B.C.E. – 700 C.E.	Primarily a coastal manifestation with inland extractive camps; ceramics were primarily sand tempered with no decoration; economically focused on the exploitation of the marine resources; permanent residences along the coast; increased complexity in burial practices.
Late Weeden Island-related 700-900 C.E.	Wakulla and St. Johns Check Stamped ceramics are found in village sites and burial mounds; subsistence patterns similar to the previous period; extensive trade networks; increased socio-political complexity; major sites located in the coastal areas.
Safety Harbor (pre-Columbian) 900-1500 C.E.	Most sites are still located along the coast, but some are inland; most village pottery is undecorated Pinellas Plain; mound sites have decorated ceramics; hunters and fisherfolk utilizing bay-estuarine resources; platform mound and village complexes as well as dispersed settlements; Southeast Ceremonial Complex influences though no intensive agricultural pursuits.
Safety Harbor (colonial period) A.D. 1500-1725	European artifacts appear at sites; settlement and subsistence patterns are similar to the pre-Columbian period until disease and warfare disrupt the aboriginal social system and decimate the populations.

3.2 Overview of Local History

The following overview summarizes the historic development and land use patterns in the general project area. It focuses on the salient events of local history, and addresses such issues as regional exploration, colonization, settlement, industry, and transportation. In addition to providing pertinent background information, the historical overview provides

a basis for the analysis and evaluation of historic structures identified within the Downtown Viaduct PD&E Study project.

The history of the region is divided into four broad periods based initially upon the major governmental powers. The first period, Colonialism, occurred during the exploration and control of Florida by the Spanish and British from around 1513 until 1821. At that time, Florida became a territory of the United States and 21 years later became a State (Territorial and Statehood). The Civil War and Aftermath (1861-1890) period includes the Civil War, the period of Reconstruction following the war, and the late 1800s, when the transportation systems were dramatically increased and development throughout the State expanded. The late Nineteenth through the Twentieth Century period is marked by historic events such as the World Wars, the Boom of the 1920s, and the Depression.

3.3 Colonialism (Contact and the Colonial Period)

The cultural traditions of the native Floridians ended with the advent of European expeditions to the New World. The initial events, authorized by the Spanish Crown in the 1500s, ushered in devastating European contact. The first European to have contact with present day Hillsborough County was Ponce de Leon, who arrived in St. Augustine in 1513, and subsequently explored the Gulf Coast of Florida. Panfilo de Narvaez arrived in the Tampa Bay area in 1528 and explored northward from Tampa Bay, eventually crossing the Withlacoochee River near present day Dunnellon. Hernando de Soto landed in the Tampa Bay area in 1539.

The area, which now constitutes the State of Florida, was ceded to England in 1763 after two centuries of Spanish possession. England governed Florida until 1783, when the Treaty of Paris returned Florida to Spain; however, Spanish influence was nominal during this second period of ownership. Prior to the American colonial settlement of Florida, portions of the Creek nation and remnants of other Indian groups from Alabama, Georgia, and South Carolina moved into Florida and began to repopulate the vacuum created by the dissemination of the aboriginal inhabitants. The Seminoles, as these

migrating groups of Indians became known, formed, at various times, loose confederacies for mutual protection against the new American Nation to the north (Tebeau 1971:72).

As more European-American settlers moved into the region, conflicts arose with the Seminole people over available land. Pressure began to bear upon the government to remove the Seminoles from northern Florida and relocate them farther south. The Treaty of Moultrie Creek (1823), as a result of the first Seminole War, restricted the Seminole people to approximately four million acres of land in the middle of the state, running south from Micanopy to just north of the Peace River (Mahon 1967:Rear foldout map). Along with the Indian Removal Act of 1830, other treaties such as Payne's Landing (1832) and Fort Gibson (1833) called for Seminole emigration to the western territories (Mahon 1967:75–76, 82–83). These treaties fostered Seminole resentment of settlers that would eventually culminate in the Second Seminole War in 1835.

3.4 Territorial and Statehood

As a result of the Treaty of Moultrie Creek, Colonel George Mercer Brooke was sent by the U.S. Army in 1823 to establish a fortification on Tampa Bay near present-day central Tampa. Prior to that, in 1819, Richard S. Hackley bought an 11 million acre Spanish land grant that included all of Tampa Bay (Tebeau 1971:124). Hackley had his holdings taken by the Army (Covington 1953; McKay 1949). Cantonment (later Fort) Brooke was initially occupied by about 200 soldiers (Chamberlin 1968). By 1830, the U.S. War Department found it necessary to establish a military reserve around Fort Brooke with boundaries extending 16 miles to the north, west, and east of the fort. Because it offered the nearest and quickest access to other forts and communities in the interior of Florida, Fort Brooke became a military depot and staging area for the Second Seminole War (Hillsborough County Planning Commission 1973:I-13).

The civilian community of Tampa developed around Fort Brooke. Prior to 1828, the only recorded Anglo settlers included Levi Collar and his family, who constructed a log dwelling in 1824; Edward Dixon, Levi's brother-in-law, and his family; and Henry Troutman and his family. In 1826, the United States Congress passed the Preemption Act which gave settlers

in Florida 160-acre plots of land providing they meet certain provisions. The Act fostered more settlement in the area. These new settlers included William Saunders, who established a general store in 1828; Maximo Hernandez, a farmer; and a few Cuban immigrants. The Collars and Dixons, who had established homesteads in west Tampa (now Hyde-Park area) established new homesteads at this time at Six Mile Creek. Along with the garrison, these residents established a village with a “Tampa Bay” post office on July 25, 1831 (Brown 1999: 22, 30, 31; Stafford 1973; Bradbury and Hallock 1962).

The Second Seminole War began in December of 1835. Although Fort Brooke was the main garrison for the Second Seminole War and the Army of the South’s headquarters, no battles were fought there. The Seminoles had retreated to the Withlacoochee Swamp and Green Swamp, located in central Florida, during the war (Mahon 1967).

On March 6, 1837, an agreement was made between General Jesup and several Seminole chiefs, not including Osceola or the Tallahassee chiefs. The chiefs agreed to cease hostilities and move from Florida, but the war did not end as quickly as Jesup had hoped (Brown 1991:48–49). In early 1838, General Taylor initiated a campaign to bring security to plantations in central Florida by driving the Seminoles south of a line drawn from New Smyrna to Fort Brooke. For several months, the military was engaged in building simple forts and clearing the roads that connected them (Adjutant General’s Office 1838a, 1838b, 1839). As of July 20, 1839, 53 new forts or posts were constructed, along with 848 miles of roads (Coe 1974:265; Mahon 1985:261). At this time, civilian settlement was slow, while military forces increased. By 1840, the population of Hillsborough County was 452 with 360 of those living at Fort Brooke (Historic Tampa/Hillsborough County Preservation Board [HT/HCPB] 1980:7).

The Second Seminole War had a deleterious effect on new settlement in Florida. Encouraged by the passage of the Armed Occupation Act in 1842, which was designed to promote settlement and protect the Florida frontier, Anglo-American pioneers and their families moved south through Florida. The Act made available 200,000 acres outside the already developed regions south of Gainesville to the Peace River, barring coastal lands

and those within a two mile radius of a fort. The Armed Occupation Act stipulated that any family or single man over 18 able to bear arms could earn title to 160 acres of land by erecting a habitable dwelling, cultivating at least five acres of land, and living on it for five years (Covington 1961:48). This Act, plus the end of the Second Seminole War, created a small wave of immigration to central Florida. Most of these immigrants were Anglo-American farmers and cattle ranchers, or “crackers,” from the southeastern United States (Gaby 1993). During the nine month period the law was in effect, 1184 permits were issued, totaling some 189,440 acres (Covington 1961:48; Dunn 1989:24-25).

In 1845, the Union admitted the State of Florida with Tallahassee as the state capital. The land in Tampa surrounding Fort Brooke continued to belong to the U.S. government until 1846. The major buildings and activity areas of the fort were located south of Whiting Street and west of Morgan Street. In 1846, the government reduced the size of the fort to four miles square with the remaining land going to the town. In response, the Hillsborough County Commissioners hired John Jackson to survey and plat the town. The first County Courthouse was constructed the following year. Shortly thereafter, churches and a school were built. Unfortunately, the great hurricane of 1848 destroyed many of these buildings. In fact, all but five structures in the town were destroyed by the storm (Mormino and Pizzo 1983:46–47). Reconstruction after the storm was energetic and the community continued to grow through the 1850s. At this time, all known dwellings and businesses were south of Twiggs Street and east of the Hillsborough River, near present-day downtown Tampa (Mormino and Pizzo 1983:46–47, Stafford 1973).

Following the Second Seminole War, Florida’s pioneer families began developing the cattle trade from Tampa. Four men, Captain James McKay, Howell Lykes, William Hooker, and Jake Summerlin developed a profitable cattle trade with Cuba (Mormino and Pozetta 1998:44).

Following Florida’s induction into statehood, the federal government began conducting surveys of public land to hasten settlement. The exterior lines of Township 29 South, Range 18 East and Township 29 South, Range 19 East were surveyed between 1843 and

1852 by federal surveyors A.M. Randolph and C.F. Hopkins. The townships were subdivided into sections in 1852 by C.F. Hopkins. While no homesteads or Indian camps were noted, the Fort Brooke Military Reserve and its roadways were depicted encompassing the project APE in Section 24 in Township 29 South, Range 18 East and Sections 17, 18, and 19 in Township 29 South and Range 19 East (State of Florida 1952a, 1852b). In general, the surveyor's field notes describe the local landscape as "3rd rate hammock," "2nd rate marsh," and "3rd rate pine and palm" (State of Florida 1852c, 1852d, n.d.).

During the 1850s, settlers in central and southern Florida were plagued with periodic attacks by some of the remaining Seminoles. These outbreaks of hostility forced many of the new residents to leave their farms and dissuaded others from establishing homesteads. The desire to remove all Seminoles from Florida and to recapture all former slaves became national policy, eventually leading to the Third Seminole War, also known as Billy Bowlegs War. On May 8, 1858, the Third Seminole War was declared officially over (Covington 1982:78-80).

3.5 Civil War and Aftermath

In 1861, Florida followed South Carolina's lead and seceded from the Union as a prelude to the American Civil War. Florida had much at stake in this war as evidenced in a report released from Tallahassee in June of 1861. Florida's primary contribution to the war effort was its supply of beef to the Confederate government (Akerman 1976:93-95). Cattle ranchers had been selling their herds in Cuba for a hefty profit. Cattle ranchers from all over Florida drove their cattle to Tampa and Punta Rassa to be shipped to Cuba for payment in Spanish gold. However, the blockade along the coast made it very difficult to ship cattle from Florida to Cuba. Therefore, many ranchers from Florida herded their cattle to Charleston, South Carolina and sold them to the Confederate Government (Covington 1957). Jacob Summerlin, a successful cattle rancher from the Fort Meade area, gave up his contract with the Confederate government to supply cattle, and in 1863 teamed up with James McKay from the Tampa area. McKay, a successful and daring blockade-runner, supplied the schooners and Summerlin the cattle. It is not

known how many cattle were shipped from Tampa during the Civil War. However, after the war, it is reported that in the decade between 1870 and 1879 over 165,000 head were shipped (Grismer 1950). Salt works along the Gulf Coast also functioned as a major contributor to the efforts of the Confederacy.

Immediately following the war, the South underwent a period of “Reconstruction” to prepare the Confederate States for readmission to the Union. The program, administered by the U.S. Congress, established the Homestead Act of 1866, which opened public land in Florida to homesteaders. Florida officially returned to the Union on July 25, 1868 (Tebeau 1971:251, 266, 294). In the 1870 census, the population was 3,216. By the end of the decade, Tampa was linked to Gainesville by way of stagecoach but remained in relative isolation until the railroad arrived (Federal Writers’ Project 1939:286-7).

3.6 Late Nineteenth through the Twentieth Century

The railroad would finally be established throughout the state in the 1880s. During Reconstruction, Florida’s financial crisis, born of pre-Civil War railroad bonded indebtedness, led Governor Bloxham to search for a buyer for an immense amount of state lands. Bloxham’s task was to raise adequate capital in one sale to free from litigation the remainder of state lands for desperately needed revenue. In 1881, Hamilton Disston, a Philadelphia investor and friend of Governor Bloxham, formed the Florida Land and Improvement Company, which purchased four million acres from the State of Florida in order to clear the state’s debt. This transaction, known as the Disston Purchase, enabled the distribution of large land subsidies to railroad companies inducing them to begin extensive construction programs for new lines throughout the state (Harner 1973; Tebeau 1971). Hamilton Disston and the railroad companies in turn sold smaller parcels of land (Tebeau 1971). Table 3-2 summarizes the original land transactions for lands within the project APE.

Table 3-2: Summary of Original Land Transactions

TOWNSHIP, RANGE AND SECTION	PURCHASER	DATE
Township 29 South, Range 18 East, Section 24		
Lot 1	Samuel Mitchell	January 20, 1876
Lot 2	Cyrus Charles	July 1, 1875
Lots 3 & 4	J.J. Hayden	October 21, 1869
Lot 5	George P. Washington	January 23, 1879
Lot 6	Nancy Jackson	July 1, 1875
Lot 7	Louis J. Busch	September 30, 1882
Lot 8	Louis Bell	July 29, 1896
Lots 9 & 10	Edmund S. Casew	July 30, 1896
Township 29 South, Range 19, East Section 17		
Section 17 N ½ of SW ¼	Jacob Summerlin	April 2, 1860
Section 17 S ½ of SW ¼	C.R. Mobley	November 1, 1891
Township 29 South, Range 18 East, Section 18		
Lots 1 & 2	S.P. Hadden	July 1, 1875
Lots 3, 4, and 5	Chancey W. Wills	July 1, 1875
Lot 6	Benjamin J. Hagler	January 3, 1863
Lots 7 and 13	James W. Hooker	January 20, 1863
Lot 8	George H. Rich Iones S. Noland	January 20, 1882
Lot 9	Walter G. Robinson J.L. Varnum	January 20, 1882
Lot 10	S.M. Sparkman	April 18, 1879
Lots 11, 12, 14, and 15	M.J. Brown	April 18, 1879
Lot 16	Frank Jones	July 24, 1896
Township 29 South, Range 18 East, Section 19		
Lots 1, 3, 4, and 5	C.R. Mobley	December 22, 1870
Lot 6	J.H. Raper	January 20, 1882
Lot 7	Richard M. Stadden	January 20, 1882
Lot 8	L.J. Brush	September 30, 1883
Lot 9	James D. Redding	January 20, 1882
Lot 10	James N. Hooker	January 20, 1882
Lot 11	George N. Rick	January 20, 1882
Lot 14	Enoch B. Chamberlain	October 11, 1894
Lot 2	Florida Central and Peninsula RR Co.	November 19, 1895
Lot 13	Julius Caesar	July 24, 1896
Lot 12	Andrew Stilling	July 29, 1896

(Source: State of Florida n.d., *Tract Book*, Volume 16)

Hamilton Disston's land purchase changed Florida from a wilderness of swamps, heat, and mosquitoes into an area ripe for investment. This enabled Henry B. Plant to move forward with his plans to open the west coast of Florida with a railroad-steamship operation called the Jacksonville, Tampa & Key West Railway in 1883. The new service lifted Tampa's economy, increased its population, made it possible for a war to be launched from her port, and brought the cigar industry to Tampa (Harner 1973:23).

Cigars became popular in America during the 1850s and consumption dramatically increased in the 1860s. Havana cigars with Cuban tobacco became the standard. Due to political unrest in Cuba and an 1857 U.S. tariff that heavily taxed Cuban cigars, the cigar manufacturers established factories in Key West. The American factories flourished throughout the 1880s; however, labor strikes hurt the Key West cigar industry by the mid-1880s. Vicente Martinez Ybor chose Tampa for his new cigar factory location as an alternative to the striking workers and isolated location of Key West.

During the 1870s, the military reserve at Fort Brooke was twice reduced in size. Finally, in 1882, all the buildings were auctioned and removed, and the last remaining land in Fort Brooke was opened for public sale on March 23, 1883, giving birth to the modern City of Tampa (McKay 1949). In the 1880s, the area fronting the Hillsborough River to the south of Whiting Street was dominated by commercial buildings associated with Tampa's shipping industry. The introduction of the Florida Central & Peninsular (FC&P) Railroad to Tampa in 1889 led to the construction of buildings suited for the railroad industry, including commercial warehouses where goods were stored before being shipped on the rail.

In 1890, Henry Plant stimulated local economic activity by building Port Tampa (Westfall 1985). In 1891, a 20-foot channel was dredged to connect the new port with the open waters of the Gulf. In addition, the Plant Rail System expanded in 1895, operating under the names Sanford & St. Petersburg Railroad and the FC&P Railroad. In 1902, this railroad became the Atlantic Coast Line (ACL) (Westfall 1985:5; Hillsborough County Planning Commission 1973:I-14).

Another local railroad developed during this time. The Seaboard Air Line (SAL) Railroad was first formed in 1900 when it acquired over 2,600 miles of track from 20 separate companies. The Seaboard quickly executed a traffic agreement with the United States and West Indies Railroad and Steamship Company, whose construction bonds the Seaboard owned. The Seaboard opened a marine facility on Seddon Island in 1909 just south of the project area. A Seaboard subsidiary, Tampa Terminal Company, managed

the facility, along with the loading of phosphate and bulk cargo. A segment of the railroad runs along the project APE, and was previously recorded as 8HI1335. By 1911, the Seaboard acquired a number of other existing railroad companies, many of which were regional logging and lumber operations; many routes were extended. The Seaboard acquired the Tampa Northern Railroad between Tampa and Brooksville, and one year later, was also able to provide service to Port Richey, Tarpon Springs, Clearwater, and St. Petersburg. The ACL merged with the SAL Railroad in 1967, which discontinued service in the early 1970s (Covington 1957:182; Horgan et al. 1992:126, 156-7; Turner 2008).

At the turn-of-the-century, Florida's history was marked by the outbreak of the Spanish-American War in 1898. As Florida is the closest state to Cuba, American troops were stationed and deployed from the state's coastal cities. Troops began arriving in Tampa in April of 1898 and by May they outnumbered residents by two to one (Friedel 1958:483; Grismer 1950:208). By early June, an estimated 20,000 troops had shipped out to Cuba with thousands more waiting. Harbors in Tampa, Pensacola, and Key West were improved as more ships were launched with troops and supplies. "The Splendid Little War" was short in duration, but evidence of the conflict remained in the form of improved harbors, expanded railroads, and military installations (Miller 1990). The war ended on July 5th and by the end of August the troops were gone and Tampa returned to normal (Grismer 1950:211).

The brief war brought an immense and sudden influx of business to Tampa during the early 1900s, adding to the momentum of economic and population growth started by the railroad and cigar industries. Around the same time that the Spanish-American War was being launched from Tampa, another important industry for Hillsborough County was developing. Phosphate was discovered in 1899 at Dunnellon in Marion County to the north. The largest phosphate deposits were found in Hillsborough County's eastern portion. Tampa was the main port for shipping phosphate, which developed into its primary export item (Hillsborough County Planning Commission 1973:I-14-15). Historically, phosphate terminals were located at two different locations in Tampa. The

earliest location was at Port Tampa, on the western side of the Tampa Peninsula. The other location was along the western shore of Seddon Island (now called Harbour Island), south of the Ybor Channel. Both of these locations were serviced by the ACL and the SAL. The SAL Railroad established a major shipping area along Tampa's waterfront where it built warehouses, rail tracks, and loading docks around the project APE. The dredging of the Sparkman and Ybor Channels in 1910 generated spoil, which was used to fill surrounding shore marshlands along the western and southern margins of Hooker's Point (Mormino and Pizzo 1985; Janus Research 2000). Cigars and phosphate remained the backbone of Tampa's industry through the 1920s; however, other industries, such as agriculture and shipbuilding, also contributed to Tampa's growth (Ingalls 1985:129–130).

The turn of the century prompted optimism and an excitement over growth and development. With increased financial resources and machinery, extensive reaches of the county's lands were now available for development. An improving road system, increasing services, and a growing population were additional significant features of the era. The first twenty years of the new century witnessed the advent of progressivism in which governments expanded their services beyond the traditional limits of the previous century. Railroads were constructed throughout the state and automobile use became more prevalent. Improved transportation in the state opened the lines to export Florida's agricultural and industrial products (Miller 1990). As various products such as fruits and vegetables were leaving the state, people were arriving in Florida. Some entered as new residents and others as tourists. Between 1900 and 1910, the state population increased from 528,542 residents to 752,619.

The United States entered into World War I in 1917. Wartime activity required the development of several training facilities in the state, and protecting the coastlines was a priority at this time. Although the conflict only lasted until November 1918, the war efforts boosted the local economy. Tampa served as a supply depot and embarkation point (Miller 1990), and became a major shipbuilder during World War I (Mormino and Pizzo 1983:150).

Tampa's cigar industry flourished into the 1920s with millions of hand-rolled cigars produced annually. In spite of a brief recession following the war, the rapid expansion of the road network, an increase in automobile ownership, and the return of World War I veterans who had trained in Florida led to the prosperity of the great Florida Land Boom of the 1920s (Dunham 2003:13-19). After World War I, Florida experienced unprecedented growth with a population increase of 300,000 between 1923 and 1925. Bank deposits increased, real estate companies opened in many cities, and state and county road systems expanded quickly. Earlier land reclamation projects created thousands of new acres of land to be developed (Weaver et al. 1996:3).

Between 1880 and 1920, Tampa became a modern city with electric lights, a sewage system, intra-urban trolley, paved streets and congested sidewalks. Railroads were no longer the main transportation source; the automobile commenced its rise to domination. In 1921, the first state gasoline tax passed, and by 1923, the legislature had created a system of state roads thereby assuming responsibility for road designation, construction, and maintenance. The construction of the Gandy Bridge in 1924 made traveling between Tampa and St. Petersburg easier and had the effect of increased tourism and real estate opportunities (Mormino and Pizzo 1983:152). Road building became a statewide concern as it shifted from a local to a state function. These roads made even remote areas of the state accessible and allowed the boom to spread. From 1925 to 1929, over 2,000 miles of highway and 17 miles of bridges were completed in Florida. On a daily basis, up to 20,000 people were arriving in the state. Besides the inexpensive property, Florida's legislative prohibition on income and inheritance taxes also encouraged more people to move into the state.

The Boom period started to decline in August 1925, when the Florida East Coast Railway placed an embargo on all but perishable goods to South Florida. Ports and rail terminals were overflowing with unused building materials (Curl 1986:84-84). The embargo spread to other railroads throughout the state, and as a result, most construction halted. By 1926-27, the Florida real estate market collapsed as northern newspapers published reports of fraudulent land deals in Florida. In 1926 and 1928, two hurricanes hit southeastern

Florida, killing hundreds of people and destroying thousands of buildings (Mormino and Pizzo 1983:167). The 1929 Mediterranean fruit fly infestation devastated citrus groves throughout the state only worsened the recession (Weaver et al. 1996:4). Soon after, the October 1929 stock market crash and the onset of the Great Depression left the area in a state of stagnation. Construction activity had halted and industry dramatically declined (Weaver et al. 1996). Despite the serious consequences for Tampa's real estate market, the cigar industry kept Tampa economically viable. At this time, there were 159 factories with 13,000 employees who produced 500 million cigars (Mormino and Pizzo 1983:167).

During the Great Depression, Florida suffered significantly. The 1930s saw the closing of mines, mills, and citrus packing plants, along with widespread unemployment all over Florida. Between 1929 and 1933, 148 state and national banks collapsed, more than half of the state's teachers were owed back pay, and a quarter of the residents were receiving public relief (Miller 1990). The cigar industry was also damaged when smokers gave up the luxury of cigars for less expensive cigarettes. Tampa's cornerstone industry was in decline; factories closed or moved to the north and 4,000 workers were laid off during the decade (Ingalls 1985:129-130).

In 1931, Tampa decided to legalize gambling at horse and dog tracks to recover economically (Mormino and Pizzo 1983:168). Despite the Depression, tourism remained an integral part of the Florida economy during this period. New highways made automobile travel to Florida easy and affordable, and more middle-class families were able to vacation in the "Sunshine State" (Miller 1990). Legislation, such as the Hayden-Cartwright Act of 1934, expended approximately one million dollars of federal funds for highway construction between 1933 and 1938. In Florida, spending increased from \$12 million in 1930, to over \$62 million in 1934 (King 1992:33).

By 1940, recovery from the Great Depression was imminent. As a result of U.S. involvement in World War II, Florida became one of the nation's major training grounds for the various military branches including the Army, Navy, and Air Force. Three air bases were located in Hillsborough County: MacDill, Drew Field, and Henderson Field

(Hillsborough County Planning Commission 1973:I-15). MacDill Field was opened in 1940 and became a staging area for the war. During the war, 25,000 soldiers were stationed at the MacDill and Drew fields. Hotels were used as auxiliary barracks for soldiers stationed at MacDill and Drew Fields. In addition to air base activity, the port was expanded for the numerous shipbuilding enterprises (Hillsborough County Planning Commission 1973:I-15). Shipbuilding was again producing at full capacity with the industry employing 16,000 people (Mormino and Pizzo 1983:174).

Prior to this time, tourism had been the state's major industry but it was brought to a halt as tourist and civilian facilities, such as hotels and private homes, were placed into wartime service. The influx of thousands of servicemen and their families increased industrial and agricultural production in Florida. It also introduced these new residents to the warm weather and tropical beauty of Florida. Railroads once again profited, since servicemen, military goods and materials needed to be transported. However, airplanes were now becoming the new form of transportation, and Florida became a major airline destination. The highway system was also being expanded at this time.

At the conclusion of World War II, Florida's economy was almost fully recovered. Tourism quickly rebounded and once again became a major source of the state's economy. Car ownership continued to increase making the American public more mobile and vacations inexpensive and easier. Additionally, former military personnel found the local climate amenable and remained in Florida permanently after the war. These new residents greatly increased the population in the 1940s (Miller 1990). Hillsborough County, like most of Florida, experienced a population boom in the 1950s. During this decade, Tampa continued to prosper as a place for company offices, retirees, and tourists (Grismer 1950:286).

By the late 1950s, the Atlantic Coast Line Railroad continued to own a large piece of property along the eastern bank of the Hillsborough River in downtown Tampa. As part of its plan to revitalize Tampa, between 1959 and 1961, the City purchased the 17-acre ACL riverfront property. Public projects including Curtis Hixon auditorium/convention

center (1965) and the Tampa Museum of Art (1976) were developed on part of this property.

As the population of Florida increased, so did the need for road construction and improvements. The Federal Interstate System, established by the 1956 Highway Act, initiated a plan for 41,500 miles of interstate highway throughout the country. This helped bring many Florida residents to their new home. Interstate 4, which was started in the late-1950s and completed in 1965, passed through downtown Orlando, connecting Tampa to Daytona. I-4 quickly served as the beltway across central Florida, providing access to both coasts and many tourist attractions. Completion of I-275 provided more convenient access within the metropolitan Tampa area. Interstate 75 provided access allowing continued growth in the counties. In 1967, the Seaboard Airline Railroad merged with the Atlantic Coastline Railroad, forming the Seaboard Coastline Railroad. In 1980, the Seaboard Coast Line Industries merged with the Chessie System, creating the CSX Corporation.

In the 1970s I-75 was constructed, generating a spurt of activity in the western portion of the county. Throughout the last twenty years, commercial development, including tourist attractions such as Busch Gardens in Tampa, restaurants, and hotels have exploded along the interstate system, keeping tourism as one of the primary revenue sources. Most of Hillsborough County's population is concentrated around Tampa Bay. In July 2006, the estimated population of Hillsborough County was 1,157,738, representing a 15.9% increase from April 2000 (U.S. Census Bureau 2008). Today, Tampa exists as a thriving metropolis with divergent economic interests. Phosphate remains the number one product exported from Tampa. However, the port is diversifying its cargo to include other cargo like cars and melons. In addition, cruise ships depart from the new Cruise Terminals off Ybor Channel.

3.7 Selmon Expressway

Beginning in 1960, planners considered construction of a second east/west freeway paralleling Interstate 4. By 1962, plans for the Selmon Expressway were underway. The

design showed the freeway splitting at US 92, west of downtown Tampa, with a west arm traversing the Gandy Bridge to St. Petersburg and the southern arm traveling south through MacDill AFB, over the Hillsborough Causeway, to connect back to Interstate 75 near Apollo Beach. The freeway was eventually proposed as the Interstate 75 bypass east of Tampa. In 1966, construction of the Selmon Expressway began, starting with the western leg on land donated to the State. The new road did not receive as much traffic as hoped because people did not want to pay the toll. Expressway usage climbed during the 1980s when the eastern portion was completed, connecting the highway to Interstate 75 in Brandon (AARoads 1997). Today's Florida SR 618, an elevated, tolled highway named the Selmon Crosstown Expressway, provides the fastest way to cross downtown Tampa and connect to the Gandy Bridge along U.S. 92.

3.8 Tampa Union Station

The NRHP-listed Tampa Union Station at 601 North Nebraska Avenue, located within the Downtown Viaduct project APE, was constructed in 1912. The impetus for station construction came from the combined efforts of the Tampa Tribune, numerous business leaders, as well as the ACL and the SCL railroads. As planned, the new station combined passenger operations for the ACL, the SCL, and the Tampa Northern Railroad. Under the leadership of Peter O. Knight, the Tampa Union Station was built in the Italian Renaissance style. The railroads profited during the Florida Boom Period of the 1920s, but during the Depression, passenger railroad earnings fell by half and little profit was realized during WWII. In 1971, Amtrak began operating passenger services from Tampa Union Station. However, over the years, the station deteriorated, eventually closing in 1984. In 1991, the Station was acquired by the non-profit Tampa Union Station Preservation and Redevelopment, Inc. (TUSP&R) through a mortgage held by CSX, the freight railroad company that took over the original railroads. The TUSP&R raised \$4 million to restore the Station using ISTEA funds from the FDOT, grants from the City of Tampa, and a loan from the National Trust for Historic Preservation. When the restoration was completed in 1998, the Station reopened to Amtrak service. Also in this year, CSX donated the Tampa Union Station to the City of Tampa (FMSF 2009). Tampa

Union Station was listed in the NRHP in 1974, and designated as a City of Tampa Landmark in 1988.

Section 4.0 - RESEARCH CONSIDERATIONS AND METHODS

4.1 Background Research and Literature Review

A comprehensive review of archaeological and historical literature, records and other documents and data pertaining to the project area was conducted. The focus of this research was to ascertain the types of cultural resources known in the project area and vicinity, their temporal/cultural affiliations, site location information, and other relevant data. This included a review of sites listed in the NRHP, the FMSF, cultural resource survey reports, published books and articles, unpublished manuscripts, and maps. No informant interviews were conducted. In addition to the FMSF in the Division of Historical Resources in Tallahassee, other data relevant to the historical research were obtained from the John F. Germany Public Library in Tampa, the Hillsborough County Planning and Growth Management Office, Hillsborough County Property Appraiser's Office, University of South Florida Library, the Internet, and from the files of Archaeological Consultants, Inc. It should be noted that the FMSF data in this report were obtained in August 2009. However, input is typically a month behind receipt of reports and site files.

4.1.1 Archaeological Considerations

For archaeological survey projects of this kind, specific research designs are formulated prior to initiating fieldwork in order to delineate project goals and strategies. Of primary importance is an attempt to understand, on the basis of prior investigations, the spatial distribution of known resources. Such knowledge serves not only to generate an informed set of expectations concerning the kinds of sites which might be anticipated to occur within the project corridor, but also provides a valuable regional perspective, and thus, a basis for evaluating any new sites discovered.

As a result of consultation with the DHR's Laura Kammerer, Deputy SHPO for Review and Compliance and Jennifer Ross, Transportation Compliance Review Program, as well as Rebecca Spain Schwarz, PBS&J, FDOT District Seven Cultural Resource

Coordinator, it was agreed that since the APE for archaeological survey (the existing right-of-way for each alignment alternative) had been subjected to prior archaeological survey that meets professional standards, the Downtown Viaduct PD&E Study project APE did not need to be resurveyed. Thus, the methodology for this project included background research only, consisting largely of a check of the FMSF digital database as well as examination of unpublished cultural resource management reports for projects within and proximate to the project (e.g., ACI/Piper Archaeology 1981; Baker 1978; Janus Research 2000; Janus Research/Piper Archaeology 1993).

A review of the Efficient Transportation Decision Making (ETDM) screening report for Project #11840 dated 8/18/2009 to 10/02/2009 included comments from the Miccosukee Tribe. These comments revealed that there were two recorded “burial sites” located near the project. According to the comments, unless any archaeological resources will be impacted by this project, no further review from the Miccosukee Tribe was necessary (ETDM 2009).

The results of background research indicated that seven archaeological sites (**Figure 4-1; Table 4-1**) are located within 200 feet of the existing right-of-way. These resources include one aboriginal lithic scatter (8HI1039), one artifact scatter of indeterminate age (8HI537), and five nineteenth century historic refuse sites (8HI13, 8HI966, 8HI967, 8HI976, and 8HI4596). 8HI537 was identified in 1978 during the archaeological survey of the Tampa South Crosstown Expressway Eastern Extension (Baker 1978), and four sites (8HI966, 8HI967, 8HI976, and 8HI1039) were recorded during the 1981 archaeological survey in the corridor of the eastern section of the Tampa Crosstown Expressway (ACI/Piper Archaeology 1981).

The Fort Brooke Site, 8HI13, includes both aboriginal and historic period components. Despite the small size of the recorded site area, Fort Brooke once covered most of downtown Tampa, from south of Grand Central Avenue to the Garrison Channel. The precontact component of 8HI13 probably extends along the entire shoreline of the Hillsborough River mouth. 8HI13 was occupied by native groups between approximately



Figure 4-1: Previously recorded cultural resources within the Downtown Viaduct Improvements Project APE (GIS USGS Tampa 1982 DOQQ 3220.sid).

Selmon Expressway (SR 618)
 Downtown Viaduct Improvements
 From Florida Avenue
 to South 22nd Street,
 Hillsborough County
 THEA Project Number: 52.20.02

5000 B.C. and A.D. 1700. The Fort Brooke Mound, a component of this site (8HI13A), first documented in the nineteenth century (e.g., Vogeles 1879; Walker 1880), has an unverified location.

Table 4-1: Previously recorded archaeological sites located within 200 feet of the Downtown Viaduct PD&E Study project APE

Site No.	Site Name	Type	Culture	SHPO Evaluation
8HI13	Fort Brooke	Historic refuse; aboriginal midden and artifact scatter	19 th c. American; Weeden Island-related through Safety Harbor	Potentially eligible
8HI537	Expressway End	Artifact scatter	Unknown	Not evaluated
8HI966	No name	Historic refuse	19 th c. American	Not evaluated
8HI967	No name	Historic refuse; Aboriginal lithic scatter	19 th c. American; Prehistoric	Not evaluated
8HI976	No name	Historic refuse	19 th c. American	Not evaluated
8HI1039	Old Pond	Lithic scatter/ quarry	Prehistoric	Not evaluated
8HI4596	Old Palmetto Beach Dump	Historic refuse	19 th c. American	Not evaluated

The Expressway End Site (8HI537) is a low density artifact scatter of unknown temporal/cultural affiliation. It has, at least in part, been destroyed by construction of the Crosstown Expressway. Similarly, 8HI966, 8HI967, and 8HI976, all historic refuse sites associated with wood frame dwellings built post-1882, are presumed destroyed by construction of the expressway (ACI/Piper Archaeology 1981; Janus Research 2000:39). 8HI4596, the Old Palmetto Beach Dump, recorded by Wharton in 1991 (FMSF), was largely destroyed prior to the construction of the Crosstown Expressway (ACI/Janus Research 2003; HDR Engineering, Inc. 1992:5-5; Janus Research 2000:39). Of these seven resources, 8HI13 was evaluated by the SHPO as potentially eligible for listing in the NRHP; the other six sites were not evaluated.

If human burial sites such as Indian mounds, lost historic and prehistoric cemeteries, or other unmarked burials or associated artifacts were found, then the provisions and guidelines set forth in Chapter 872.05, FS (Florida's Unmarked Burial Law) were to be followed. However, it was not anticipated that such sites would be found during this survey.

4.1.2 Historical/Architectural Considerations

Background research, including a review of the FMSF and NRHP, and previous surveys conducted in the vicinity (ACI 2008, 2009; Janus Research 2000, 2002) revealed that seven historic resources were previously recorded within the historical APE, including one historic railroad corridor and six historic structures (Figure 4-1; Table 4-2). A portion of the Seaboard Railway was recorded as 8HI11335 during the Meadow Pond Acres, Phase I project (ACI 2008). This segment, Keysville Junction to Edison Junction, is located in Sections 14, 15, and 22 of Township 30 South, Range 22 East, approximately 21 miles southeast of the Downtown Viaduct Improvements project. According to the SHPO, there was insufficient information to determine the NRHP eligibility of 8HI11335 (FMSF 2008). The railroad was evaluated again during the SR 585 ROW transfer project (ACI 2009), in which it was revealed that the portion of the railroad along Adamo Drive at 21st and 22nd Avenues was no longer extant.

One of the historic structures is the NRHP-listed Tampa Union Station (8HI298), located at 601 North Nebraska Street. This two-story Italian Renaissance style building was constructed ca. 1912 and is significant in the areas of Community Planning and Development, Transportation, and Architecture. The building was listed in the NRHP in 1973 and was also designated as a City of Tampa Landmark in 1988. The remaining five previously recorded resources (8HI6835, 8HI6838 through 8HI6841) are either Masonry Vernacular style or Industrial Vernacular style buildings constructed between 1916 and 1948. All were determined ineligible for listing in the NRHP by the SHPO. The SHPO concurrence letters for these structures are located in Appendix B.

Background research also revealed the Ybor City National Historic Landmark District (8HI313) is located outside of the APE to the northeast of Downtown Viaduct project area. It was listed in 1972.

Table 4-2: Previously recorded historic resources located within the Downtown Viaduct Improvements Study project APE.

FMSF No.	Site Name/Address	Style	Date	SHPO Evaluation
8HI6835	611 North Meridian Avenue	Masonry Vernacular	ca.1916	Ineligible
8HI298	Tampa Union Station 601 North Nebraska Avenue	Italian Renaissance	ca.1912	NRHP listed in 1972
8HI6838	704 North 13 th Street	Industrial Vernacular	ca.1945	Ineligible
8HI6839	1318 Channelside Drive	Industrial Vernacular	ca.1943	Ineligible
8HI6840	1405-1411 East 2 nd Avenue	Masonry Vernacular	ca.1948	Ineligible
8HI6841	1807 East 2 nd Avenue	Industrial Vernacular	ca.1945	Ineligible
8HI11335	Seaboard Railway- Welcome to Edison	Railroad	ca.1910	Insufficient Information

4.2 Field Methodology

Historical/architectural field survey consisted of a preliminary windshield survey of the APE in order to determine the location of any historic resources believed to be 50 years of age or older, and to ascertain if these resources could be eligible or potentially eligible for listing in the NRHP. Prior to field survey, ACI Architectural Historian Marielle Lumang consulted with the DHR's Laura Kammerer and Jennifer Ross, and well as Rebecca Spain Schwarz of PBS&J (FDOT District Seven Cultural Resource Coordinator), to determine an appropriate APE. The project APE, generally defined as the properties within approximately 200 feet from the centerline of the expressway, takes into account the potential visual, noise, and secondary impacts the project could have on the buildings surrounding the existing above-grade (estimated 35-52 feet) Selmon Expressway corridor. In addition, unless significantly altered or demolished, the seven previously recorded historic resources would not need to be updated for the FMSF since they were last evaluated within the past 10 years. Furthermore, any newly historic resources (now 50 years of age or older) would not need to be recorded unless they were

considered to be potentially eligible for listing in the NRHP, either individually or collectively as part of a district (Kammerer and Ross 2009). A copy of the FMSF form for each previously recorded resource is contained in Appendix A.

If any potential NRHP-eligible historic structures were identified, an in-depth study of each resource would follow. Photographs would be taken and information needed for the completion of FMSF forms would be gathered. In addition to architectural descriptions, each historic property would be reviewed to assess style, and historic context. Hillsborough County Property Appraiser's Office records were examined to ascertain approximate construction dates and alterations. A reconnaissance of the project area vicinity also was conducted to determine whether any potential historic district existed within or adjacent to the historical APE.

Section 5.0 - SURVEY RESULTS

Historical/architectural field survey confirmed that five of the seven previously recorded historic resources were present within the Downtown Viaduct Improvements project APE; 8HI6835 and 8HI11335, are no longer extant (Table 5-1; Figure 5-1). None of the surviving resources has undergone significant alterations. Therefore, in accordance with the approved methodology, no updated FMSF forms were prepared. No new historic resources (50 years of age or older) that would be potentially eligible for listing in the NRHP were identified during field survey. A copy of the FMSF form for each of the previously recorded historic structures is contained in Appendix A. Brief site descriptions and photographs follow; descriptions are ordered from south to north.

Table 5-1: Summary of historic resources identified within the project APE (arranged south to north)

FMSF No.	Site Name/Address	Style	Date	SHPO Evaluation
8HI6835	611 North Meridian Avenue Demolished	Masonry Vernacular	ca. 1916	Ineligible
8HI298	Tampa Union Station 601 North Nebraska Avenue	Italian Renaissance	ca. 1912	Listed in 1972
8HI6838	704 North 13 th Street	Industrial Vernacular	ca. 1945	Ineligible
8HI6839	1318 Channelside Drive	Industrial Vernacular	ca. 1943	Ineligible
8HI6840	1405-1411 East 2 nd Avenue	Masonry Vernacular	ca. 1948	Ineligible
8HI6841	1807 East 2 nd Avenue	Industrial Vernacular	ca. 1945	Ineligible
8HI11335	Seaboard Railway- Demolished within the APE	Railroad	ca. 1910	Insufficient Information

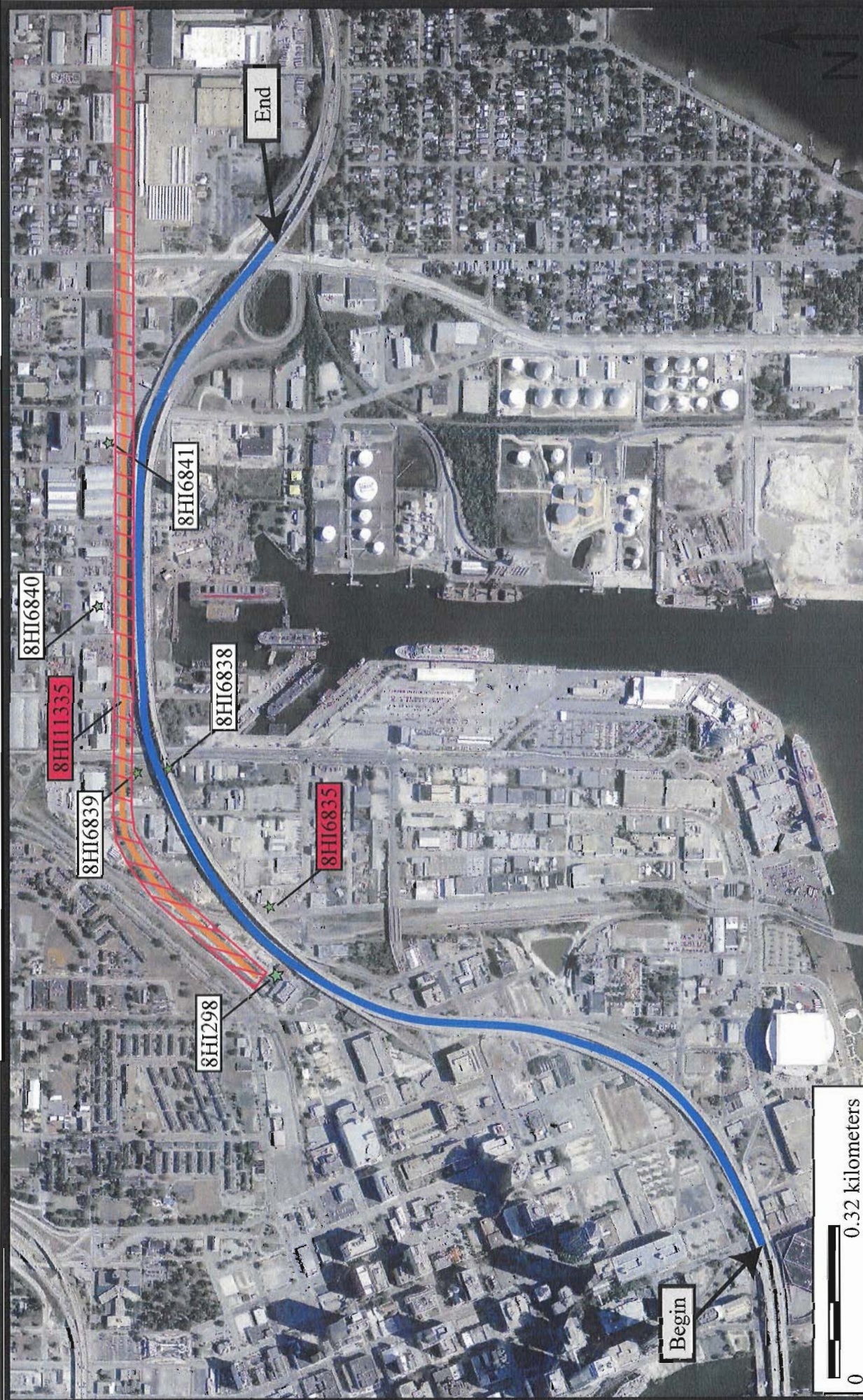


Figure 5-1: Location of the historic resources within the Downtown Viaduct Improvements Project APE (GIS USGS Tampa 1982 DOQQ 3220.sid). Resources denoted in red are no longer extant.

Selmon Expressway (SR 618)
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Photo 5-1: Former location of 611 North Meridian Avenue, 8HI6835

8HI6835: This ca. 1916 Masonry Vernacular style commercial building, located at 611 North Meridian Avenue (Photo 5-1), was originally recorded by Janus Research in 2000 during the *Cultural Resource Assessment Survey of Lee Roy Selmon Crosstown Expressway Capacity Improvement Project* (Janus Research 2000). It was described as a two-story concrete block and brick building with a continuous foundation, a flat roof, double hung sash and commercial style windows with brick window surrounds. The SHPO evaluated 8HI6835 ineligible for listing in the NRHP in 2000. The current survey indicated that 8HI6835 is no longer extant; a letter informing the FMSF of its demolished status is contained in Appendix A.



Photo 5-2: South elevation of the Tampa Union Station, 8HI298

8HI298: The Tampa Union Railroad Station (Photo 5-2), located at 601 North Nebraska Avenue, was constructed in 1912. The Italian Renaissance style building was designed by J.F. Leitner, a prominent local architect. The Station was first documented in 1973 by Diane Greer as part of the NRHP Inventory Nomination Form. It was subsequently listed in the NRHP the next year. It is also designated as a City of Tampa Landmark in 1988. The Tampa Union Station was recorded in the FMSF in 2000 by Janus Research during the *Cultural Resource Assessment Survey of Lee Roy Selmon Crosstown Expressway Capacity Improvement Project* (Janus Research 2000). The Station was re-visited and its FMSF form was updated in 2002 by Janus Research during the *Cultural Resource Assessment Survey of the Tampa Rail Project* (Janus Research 2002). This survey included discussion of the Union Station baggage building which was not originally addressed in the 1973 nomination.

Tampa Union Station is a two-story brick passenger building. The masonry structure is clad in tapestry brick and features quoins, arched windows, and a corniced parapet. The station building contains five bays which are distinguished by five low-pitched hips in the roof. It also features arched sash windows containing art glass above the entrance doors and the central windows of the passenger building.



Photo 5-3: South elevation of the Union Station Baggage Building in the background.



Photo 5-4: The Expressway in relation to the Baggage Building.

Adjoining the passenger station are a one-story brick baggage building (Photos 5-3 and 5-4), and the original open, gable-roofed passenger canopies. The adjoining baggage building is constructed of brick and has a gable roof with Mission-style parapets on the east and west elevations. Historically, the building contained the baggage facilities,

coffee shop, and offices. The porte-cochere on the east elevation was historically used as a taxi cab stand. Additionally, there are two non-historic structures on the station's property that are used as utility sheds.

Tampa Union Station (8HI298) has not undergone any significant alterations since 2000; thus, the FMSF form was not updated.



Photo 5-5: East and north elevations of 704 North 13th Street, 8HI6838

8HI6838: The ca. 1945 Industrial Vernacular style building (Photo 5-5), located at 704 North 13th Street, was originally recorded by Janus Research in 2000 during the *Cultural Resource Assessment Survey of Lee Roy Selmon Crosstown Expressway Capacity Improvement Project* (Janus Research 2000). It was described as a one-story concrete block building with a continuous foundation, a gable roof, awning windows, and two shed-roofed porches. This building was determined to be ineligible for listing in the NRHP by the SHPO in 2000. The current survey indicated that 8HI6838 has not undergone any significant alterations since 2000, and therefore, the FMSF form for this resource was not updated.



Photo 5-6: North and east elevations of 1318 Channelside Drive, 8HI6839

8HI6839: The ca. 1943 Industrial Vernacular style building (Photo 5-6), located at 1318 Channelside Drive, was originally recorded by Janus Research in 2000 during the *Cultural Resource Assessment Survey of Lee Roy Selmon Crosstown Expressway Capacity Improvement Project* (Janus Research 2000). It was described as a one-story concrete block building with a quonset hut attached to the rear. The building features a slab foundation, a flat and arched roof, single hung sash and jalousie windows, and two shed-roofed porches. It was determined to be ineligible for listing in the NRHP by SHPO in 2000. The current survey indicated that 8HI6839 has not undergone any significant alterations since 2000; thus, the FMSF form was not updated.



Photo 5-7: North elevation of 1405-1411 East 2nd Avenue, 8HI6840

8HI6840: The ca. 1948 Masonry Vernacular style building (Photo 5-7), located at 1405-1411 East 2nd Avenue, was originally recorded by Janus Research in 2000 during the *Cultural Resource Assessment Survey of Lee Roy Selmon Crosstown Expressway Capacity Improvement Project* (Janus Research 2000). It was described as a three-story concrete block building with a continuous foundation, a flat and gable roof, awning windows, a concrete overhang, and pilasters. This building was determined to be ineligible for listing in the NRHP by SHPO in 2000. The current survey indicated that 8HI6840 has not undergone any significant alterations since 2000. As a result, the FMSF form for this resource was not updated.



Photo 5-8: South elevation of 1807 East 2nd Avenue, 8HI6841

8HI6841: The ca. 1945 Industrial Vernacular style building (Photo 5-8), located at 1807 East 2nd Avenue, was originally recorded by Janus Research in 2000 during the *Cultural Resource Assessment Survey of Lee Roy Selmon Crosstown Expressway Capacity Improvement Project* (Janus Research 2000). It was described as a one-story concrete block building with a continuous foundation, a gable roof, and concrete buttresses. In 2000, the SHPO determined this building ineligible for listing in the NRHP. The current survey indicated that 8HI6841 has not undergone any significant alterations since this time, and therefore, the FMSF form was not updated.

8HI11335: A segment of the Seaboard Railway was originally recorded during the Meadow Pond Acres, Phase I project (ACI 2008). This segment is located in Section 24 of Township 29 South, Range 18 East; and Sections 17, 18, and 19 of Township 29 South, Range 19 East (Tampa, Fla. 1956, PR 1981; Photo 5-7; Figure 5-1) The railway was evidenced by two standard gauge rails on a ballast of gravel. No railroad-related structures or artifacts relating to the railroad were located within the Meadow Pond Acres project. Another segment of the Seaboard Railway, along Adamo Drive at 21st and 22nd Avenues, was investigated during the SR 585 Roadway Transfer project (ACI 2009). The Seaboard Railway, 8HI11335, was not extant within the SR 585 right of way and the

closest remaining portion of the rail line was identified to the east of 27th Street. The Seaboard Railway is no longer extant within the project APE (Photo 5-9). Thus, no FMSF form was updated.

As noted in the Cultural Chronology, the Seaboard Air Line Railroad was part of a system of rails that allowed access to various industrial facilities in Hillsborough and Polk Counties. The railway benefited area communities by allowing for increased production of timber and phosphate, transportation of produce, and providing mail and telegraph services. It was first formed in 1900 when it acquired over 2,600 miles of track from 20 separate companies. By 1911, the Seaboard acquired a number of other existing railroad companies, many of which were regional logging and lumber operations. It extended many routes and eventually acquired the Tampa Northern Railroad between Tampa and Brooksville. A year later, the Seaboard was also able to provide service to Port Richey, Tarpon Springs, Clearwater, and St. Petersburg. The Atlantic Coast Line merged with the Seaboard Air Line Railroad in 1967, which discontinued service in the early 1970s. In 1980, the Seaboard Coast Line Industries merged with the Chessie System, creating the CSX Corporation.



Photo 5-9: Former site of the Seaboard Railway at the intersection of 2nd Avenue and Adamo Drive, facing west

Section 6.0 - CONCLUSIONS

Five extant historic resources were identified within the historical project APE. These include the NRHP-listed Tampa Union Station (8HI298) and four historic structures (8HI6838 through 8HI6841). The previously recorded segment of the Seaboard Railway (8HI11335) and one historic structure at 611 North Meridian Avenue (8HI6835) are no longer extant within the APE. Field survey revealed that the five remaining historic resources had not been significantly altered since they were last recorded. Field survey also did not identify any new historic resources that are potentially eligible for the NRHP.

With the exception of the Tampa Union Station (8HI298), the historic resources located within the Downtown Viaduct Improvements project APE, 8HI6838 through 8HI6841, were previously evaluated by the SHPO as ineligible for listing in the NRHP, either individually or collectively as part of a district. Based on the results of the recent field work, the eligibility status of these resources has not changed. On the other hand, 8HI298, Tampa Union Station, is NRHP-listed, and is also locally designated as a City of Tampa Landmark. This historic building is located less than 300 feet west of the at-grade Reversible Express Lanes, and less than 100 feet northwest of the elevated Selmon Expressway. The concept plan sheets provided in Appendix A show the location of the Tampa Union Station property in relation to the project.

The build alternatives identified for this study are all within the existing right-of-way. No changes in the elevation of the existing structure, nor any new structures (e.g., off ramps) are planned. However, should any new right-of-way or structural changes be necessary, the potential effects to 8HI298 will be assessed. Such changes are not anticipated. Thus, project improvements should have no involvement with any cultural resources, including archaeological sites and historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP.

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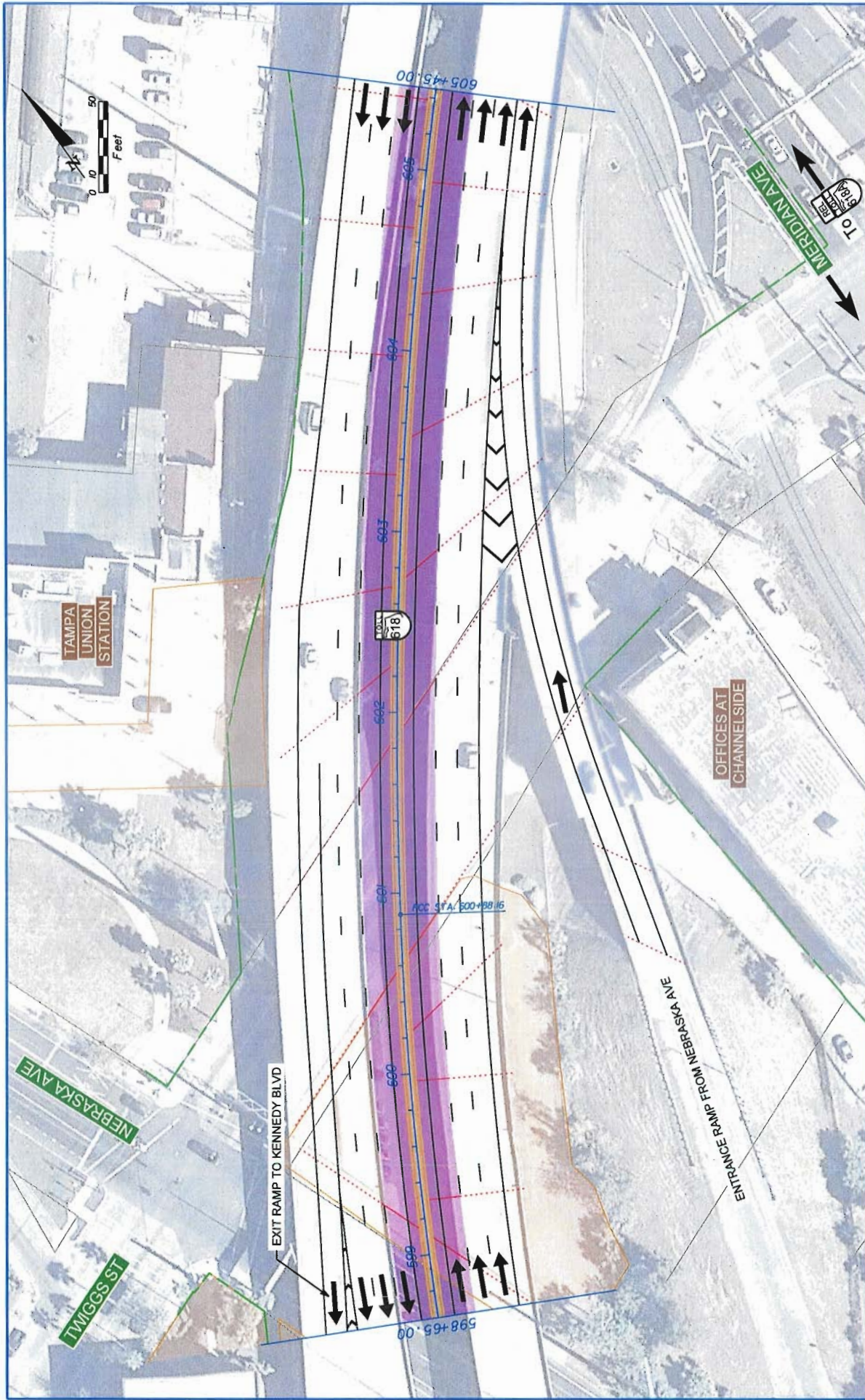
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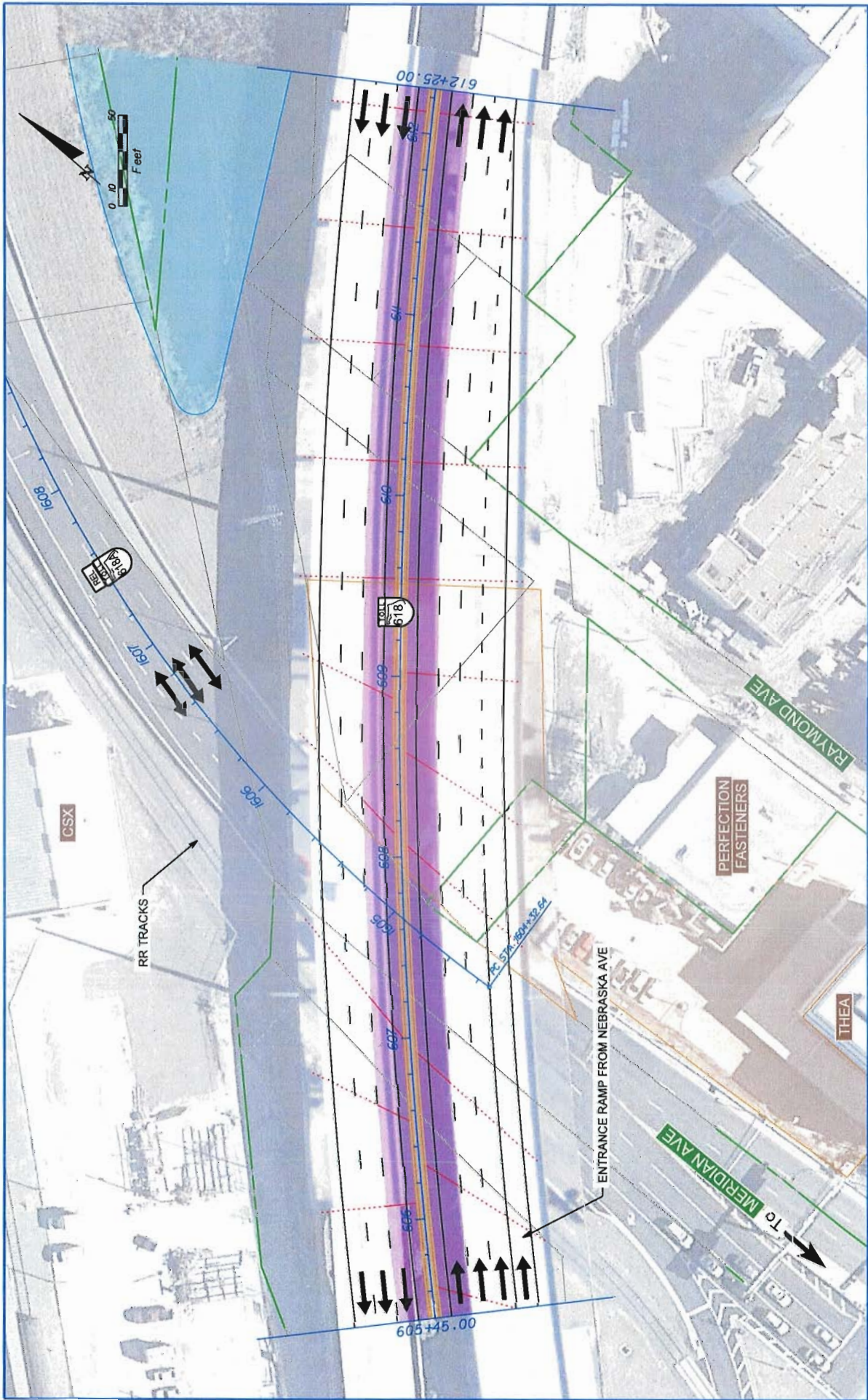
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**APPENDIX A:
Conceptual Design Plans
(in the vicinity of Tampa Union Station)**



LEGEND Bridge Widening Existing RW Property Lines Centerline Proposed Viaduct Piers Barrier Wall I-4 Connector Proposed Widening (By Others) Existing Parking Under Viaduct Existing Stormwater Management Facility		EXPRESSWAY AUTHORITY Downtown Viaduct PD&E Study from the vicinity of Florida Ave to South 22nd Street	TAMP A - HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY COUNTY HILLSBOROUGH ROAD NO. SR 618 THEA PROJECT NO. 52-20-02	CONCEPTUAL DESIGN PLANS SHEET NO. 9
--	--	---	--	--



LEGEND Bridge Widening Roadway Widening Barrier Wall Existing Viaduct Piers Centerline Proposed Viaduct Piers Centerline Existing Viaduct Piers		I-4 Connector Proposed Widening (By Others) Existing Parking Under Viaduct Existing Stormwater Management Facility	
		EXPRESSWAY AUTHORITY Downtown Viaduct PD&E Study From 21st Avenue to South 22nd Street	
TAMPA - HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY		ROAD NO. SR 618	COUNTY HILLSBOROUGH
SHEET NO. 10		THEA PROJECT NO. 52-20.02	

CONCEPTUAL DESIGN PLANS

APPENDIX B:
Florida Master Site File Letter
Florida Master Site File Forms



ARCHAEOLOGICAL CONSULTANTS INC.

ARCHAEOLOGICAL
SURVEYS AND
EXCAVATIONS

HISTORIC BUILDING
SURVEYS AND
EVALUATIONS

ARCHIVAL RESEARCH

CULTURAL RESOURCE
ASSESSMENTS

NATIONAL REGISTER
NOMINATIONS

INTERPRETIVE
DISPLAYS

PRESERVATION
PLANNING

*Florida's First Choice
in Cultural Resource
Management*

September 22, 2008

Mr. Vincent Birdsong
Florida Master Site File
Division of Historic Resources
R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

RE: Historic Resource status

Dear Mr. Birdsong:

This letter is to inform you that recent field survey, conducted August 2009, has discovered that the property 8HI6835, 611 North Meridian Avenue, is no longer extant at its recorded location since it was last recorded.

Sincerely,

Marielle Lumang
Architectural Historian

A MEMBER OF
ACRA
American Cultural
Resource Association

8110 BLAIKIE COURT, SUITE A, SARASOTA, FLORIDA 34240, (941) 379-6206, FAX (941) 379-6216

• TAMPA BAY AREA OFFICE: (727) 588-0056 • TALLAHASSEE AREA OFFICE: (850) 926-9285 • ST. AUGUSTINE AREA OFFICE: (904) 829-9100

Visit Our Web Site www.aci-crm.com



National Park Service
U.S. Department of the Interior

National Register of Historic Places
National Historic Landmarks Program

202/354-2211 phone
202/371-2229 fax

Visit or Courier:
1201 Eye Street, NW
8th Floor
Washington, DC 20005

USPS mailing address:
1849 C Street, NW
Mail Stop 2280
Washington, DC 20240

National Register of Historic Places/ National Historic Landmarks Program Fax

To: *Celise Ivary*
Fax number: *850-245-6439*

From: *R. Oua-de*
Date: *1-28-09*

Pages to follow:

Comments: *Union RR*

EXPERIENCE YOUR AMERICA™

The National Park Service cares for special places saved by the American people so that all may experience our heritage.

ENTRIES IN THE NATIONAL REGISTER

STATE **FLORIDA**

Date Entered **JUN 5 1974**

<u>Name</u>	<u>Location</u>
Union Railroad Station	Tampa Hillsborough County

Also Notified

Hon. Edward J. Gurney
 Hon. Lawton Major Chiles, Jr.
 Hon. Sam M. Gibbons
 Regional Director, Southeast
 Region

State Historic Preservation Officer
 Mr. Robert Williams, Director
 Division of Archives, History and
 Records Management
 Dept. of State
 401 East Gaines St.
 Tallahassee, Florida 32304

PR MMott/row 6/10/74

PH0002208

Form 10-300 (Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Florida
 COUNTY: Hillsborough
 FOR NPS USE ONLY
 ENTRY DATE: JUN 5 1974

INSTRUCTIONS

1. NAME
 COMMON: Union Railroad Station
 AND/OR HISTORIC:

2. LOCATION
 STREET AND NUMBER: 601 North Nebraska Street
 CITY OR TOWN: Tampa CONGRESSIONAL DISTRICT: Sixth
 STATE: Florida CODE: 12 COUNTY: Hillsborough CODE: 057

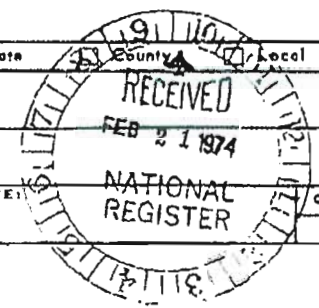
3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)

4. OWNER OF PROPERTY
 OWNER'S NAME: AMTRAK Seaboard Atlantic Line
 STREET AND NUMBER: 601 North Nebraska Street 500 WATER ST.
 CITY OR TOWN: Tampa JACKSON FLA. STATE: Florida CODE: 12

5. LOCATION OF LEGAL DESCRIPTION
 COURTHOUSE, REGISTRY OF DEEDS, ETC:
 Hillsborough County Courthouse
 STREET AND NUMBER:
 CITY OR TOWN: Tampa STATE: Florida CODE: 12

6. REPRESENTATION IN EXISTING SURVEYS
 TITLE OF SURVEY: N/A
 DATE OF SURVEY: Federal State County Local
 DEPOSITORY FOR SURVEY RECORDS:
 STREET AND NUMBER:
 CITY OR TOWN: STATE: CODE:



call with letter 5/19/74 to Dept of Interior

STATE: Florida
 COUNTY: Hillsborough
 ENTRY NUMBER:
 DATE:

7.11 N 300 1000

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian
- 15th Century
- 16th Century
- 17th Century
- 18th Century
- 19th Century
- 20th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

Constructed in 1912 by the Tampa Union Station Company, headed by Peter O. Knight, the Union Station represented a decade long struggle between the Tampa Tribune and local business leaders who opposed the construction of a new station. The building with its extensive facilities did, however, improve transportation into Tampa and promoted numerous travel excursions and rapid transit into the Bay area.

In 1911, under great pressure from the Tampa Tribune and numerous business leaders, the Atlantic Coast Line and the Seaboard Coast Line joined forces and organized plans through the Tampa Union Station Company, to build a new station. On May 19, 1911 a contract for the construction of the building was won by W. C. Hobbs Company. The project was completed May 15, 1912 at a total cost of \$250,000.

The May 15, 1912 edition of the Tampa Tribune described the gala opening of the station as one of the social events of that year. There is no doubt that at the time of its construction, Union Station was one of the finest buildings in downtown Tampa. It survives today as a unique architectural product of the period in which it was built, a period in which there was great attention to detail, to surface ornamentation and texture and to ostentatiousness in the copying of the classical styles so long associated with grandeur and elegance.



MAJOR BIBLIOGRAPHICAL REFERENCES

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GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE	LATITUDE		LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds
NW	0	0	N27°	57'	08"
NE	0	0	W82°	27'	03"
SE	0	0			
SW	0	0			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: less than one

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS

FORM PREPARED BY

NAME AND TITLE: Diane D. Greer, Historic Sites Specialist

ORGANIZATION: Div. of Archives, History and Records Management DATE: July, 1973

STREET AND NUMBER: Department of State, The Capitol

CITY OR TOWN: Tallahassee STATE: Florida CODE: 12

STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: [Signature]
 Title: Historic Preservation Officer
 Date: February 6, 1974

I hereby certify that this property is included in the National Register

[Signature]
 Associate Director, of Professional Services
 Date: JUN 5 1974
 ATTEST:
[Signature]
 Acting Keeper of The National Register
 Date: 5-31-74

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

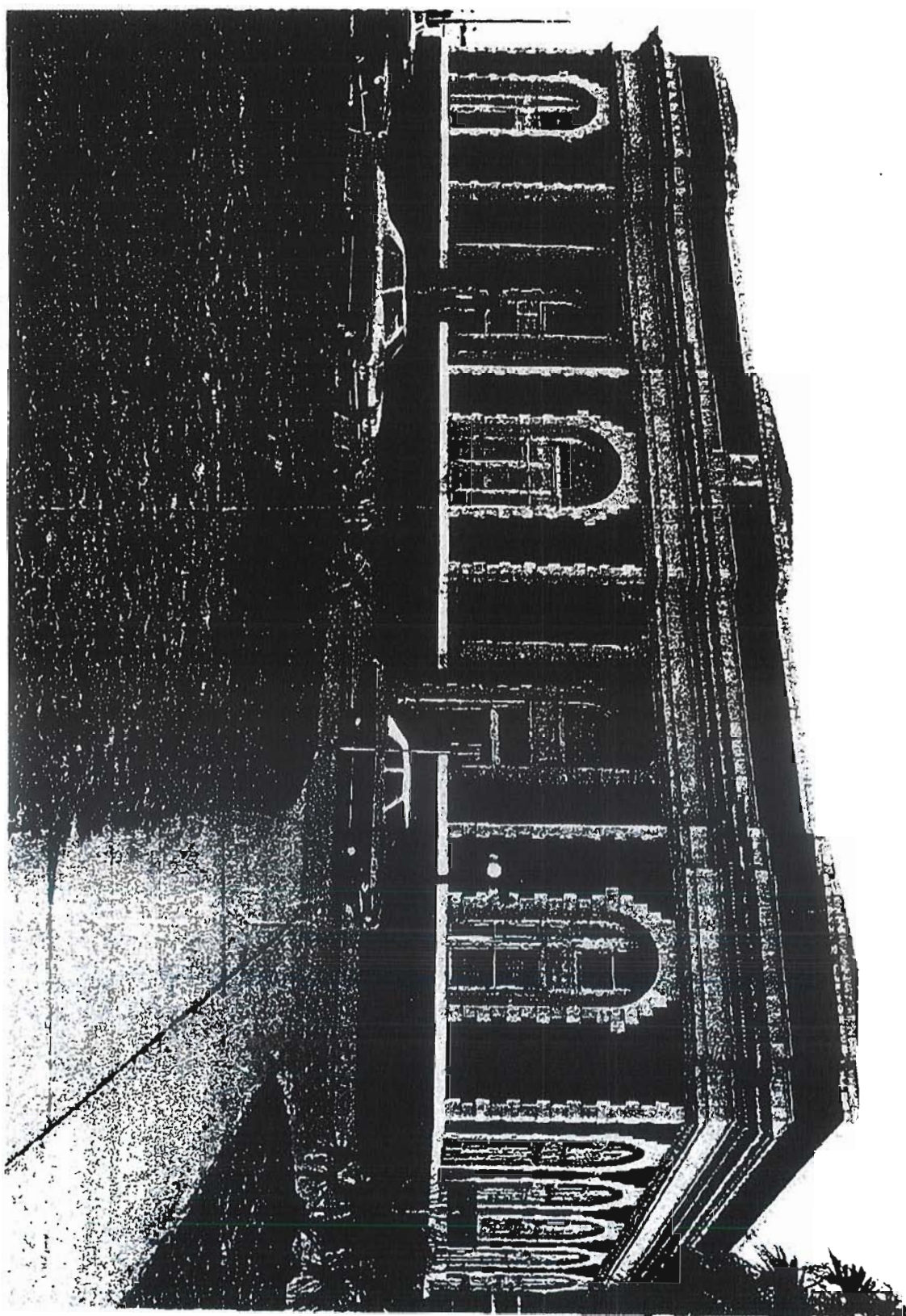
STATE	Florida
COUNTY	Hillsborough
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
JUN 5	1974

(Number all entries) 7. Description

-2-

In summary, the Tampa Union Station, with its "symmetrical mass and plan, five part composition, facade broken into advancing and receding planes and general tendency to multiply re-entrant angles" is one of Florida's best examples of Beaux-Arts Classicism.





111

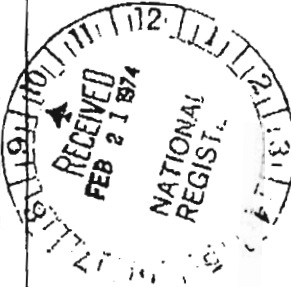
73-N-07-27 #17
main
Union Railroad Station

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

FORM 10-501 A
(10/72)

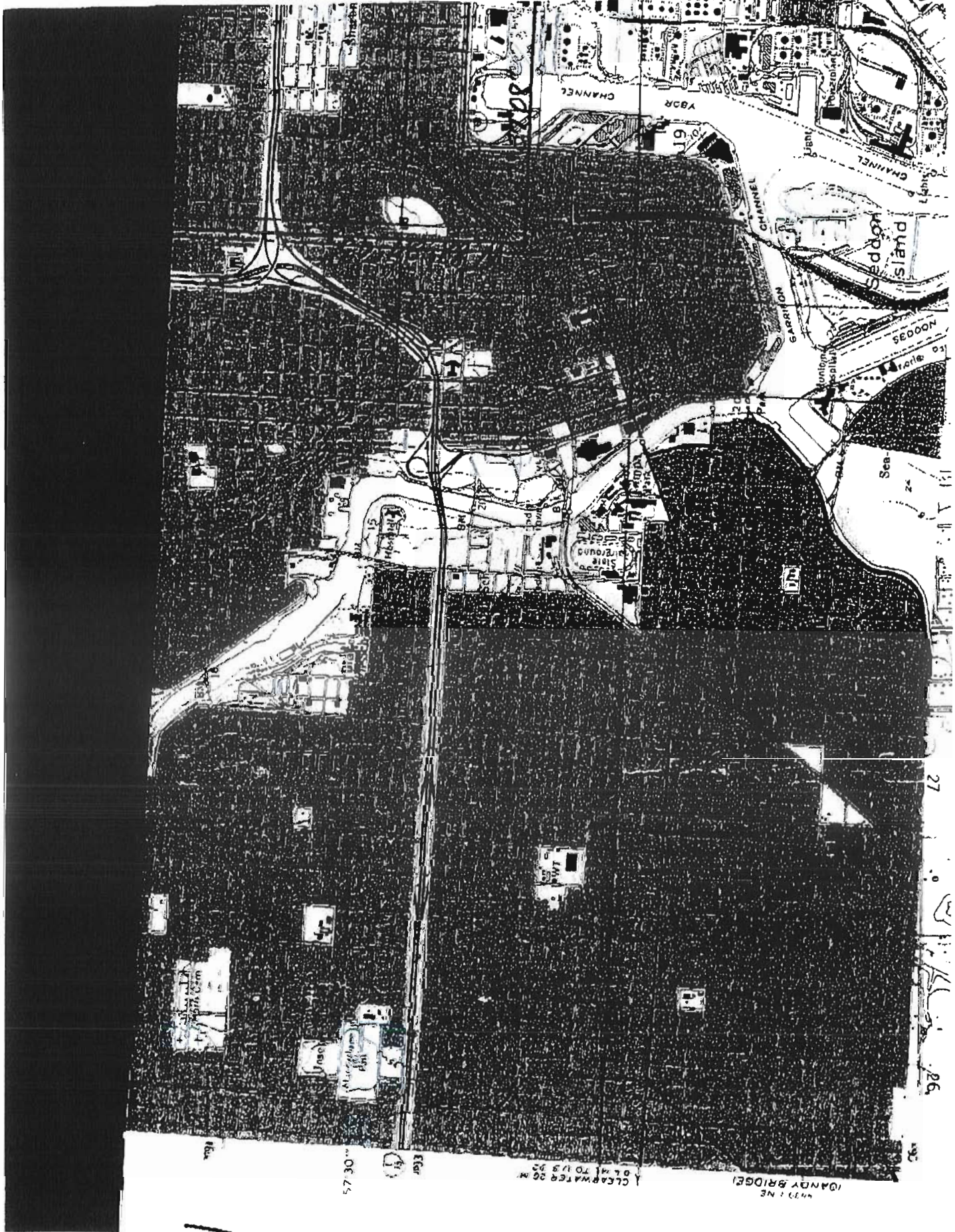
(Type all entries - attach to or enclose with photograph)

1. NAME COMMON		AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
Union Railroad Station			JUN 5 1974
2. LOCATION		COUNTY	TOWN
Florida		Hillsborough	Tampa
STREET AND NUMBER			
601 North Nebraska Street			
3. PHOTO REFERENCE	DATE	NEGATIVE FILED AT	
Gary Englehardt	July, 1973	Div. of Archives, History and Records Management	
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC.			
Main facade, southwest elevation.			



GPO 932-009

PROPERTY OF THE NATIONAL REGISTER



PLAN NE
(DANDY BRIDGE)

CLEARWAY 20 M
0.1 MI TO U.S. 32

Clear
7.30
0.75

27

26

25

HI 298

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

STATE:	Florida
COUNTY:	Hillsborough
FOR NPS USE ONLY	
ENTRY DATE:	

(Type all entries - complete applicable sections)

SEE INSTRUCTIONS

1. NAME

COMMON:
Union Railroad Station

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
601 North Nebraska Street

CITY OR TOWN:
Tampa

CONGRESSIONAL DISTRICT:
Sixth

STATE:
Florida

CODE:
12

COUNTY:
Hillsborough

CODE:
057

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME:
AMTRAK

STREET AND NUMBER:
601 North Nebraska Street

CITY OR TOWN:
Tampa

STATE:
Florida

CODE:
12

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Hillsborough County Courthouse

STREET AND NUMBER:

CITY OR TOWN:
Tampa

STATE:
Florida

CODE:
12

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
N/A

DATE OF SURVEY:
 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:

STATE: Florida

COUNTY: Hillsborough

ENTRY NUMBER:

DATE:

FOR NPS USE ONLY

DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Union Railroad Station was built in 1912 based on plans drawn up by architect, J.F. Leitner. The building is in Italian Renaissance style, according to a contemporary newspaper account, and "was an ornament to the city of Tampa and an example to other cities of the South."

The exterior of the station is of brown tapestry brick with terra cotta and stone trimmings. The brick, which was manufactured by a local concern, was "selected to give a velvety effect to the exterior." The main facade of the building, which faces east, is a wide and undulating expanse. It is a series of five large staggered bays with entrances set into the recessed bays. Entranceways are classically treated with double wooden doorways which are glazed on the top half. There are very large lunettes over the doors. Windows are treated in a similar manner, that is, they are oversized sash windows with large lunettes, all of which is framed within stone quoins terminating in voussoirs over the windows and doors. The light colored stone used for the string course and bold cornice at the top of the building creates a startling contrast to the dark reddish-brown of the brick. The extreme contrast in colors added to the push and pull of exterior surfaces causes the building to become a study in chiaroscuro. Even on the north and south sides of the building where there are no bays, the color contrast gives the impression that the side walls also undulate. There are five of these large sash windows with the same subordinate decoration seen on the main facade on both the north and south sides. The roof is a series of five low hips corresponding to the five bays of the main facade. A contemporary newspaper article describes the interior of the building as it originally looked:

"All of the glass originally used on the first floor of the station is French plate except for that used in the lunettes and in ceiling lights in the main waiting area. The ceiling lights are opalescent panels set in copper panels which flood the waiting rooms with an abundance of light. In addition to the waiting room, there are smoking and retiring rooms. Electric fixtures are solid cast bronze with verd antique finish to match the wall decorations. All of the hardware used on the interior is in the same finish with monograms on the knobs and escutcheons."

At the rear of the building, tracks are covered with modest metal canopies. The building has fallen into a state of semi-disrepair and many of the interior decorations are now gone.

(con't.)

SEE INSTRUCTIONS

2

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

STATE Florida	
COUNTY Hillsborough	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Continuation Sheet)

(Number all entries) 7. Description

-2-

In summary, the Tampa Union Station, with its "symmetrical mass and plan, five part composition, facade broken into advancing and receding planes and general tendency to multiply re-entrant angles" is one of Florida's best examples of Beaux-Arts Classicism.

3

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | | |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | | |

STATEMENT OF SIGNIFICANCE

Constructed in 1912 by the Tampa Union Station Company, headed by Peter O. Knight, the Union Station represented a decade long struggle between the Tampa Tribune and local business leaders who opposed the construction of a new station. The building with its extensive facilities did, however, improve transportation into Tampa and promoted numerous travel excursions and rapid transit into the Bay area.

In 1911, under great pressure from the Tampa Tribune and numerous business leaders, the Atlantic Coast Line and the Seaboard Coast Line joined forces and organized plans through the Tampa Union Station Company, to build a new station. On May 19, 1911 a contract for the construction of the building was won by W. C. Hobbs Company. The project was completed May 15, 1912 at a total cost of \$250,000.

The May 15, 1912 edition of the Tampa Tribune described the gala opening of the station as one of the social events of that year. There is no doubt that at the time of its construction, Union Station was one of the finest buildings in downtown Tampa. It survives today as a unique architectural product of the period in which it was built, a period in which there was great attention to detail, to surface ornamentation and texture and to ostentatiousness in the copying of the classical styles so long associated with grandeur and elegance.

SEE INSTRUCTIONS

4

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Grismer, Karl. Tampa. St. Petersburg, Florida: St. Pete Printing Co., 1950. p. 237.
Tampa Tribune, May 15, 1912, p. 3; May 15, 1912, p. 16; May 16, 1912, p. 12.
 Whiffen, Marcus. American Architecture Since 1780. Cambridge, Mass.: The M.I.T. Press, 1969.

10 GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		N27° 57' 08"	W82° 27' 03"	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: less than one

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY:	CODE

11 FORM PREPARED BY

NAME AND TITLE:
Diane D. Greer, Historic Sites Specialist

ORGANIZATION: Div. of Archives, History and Records Management DATE: July, 1973

STREET AND NUMBER:
Department of State, The Capitol

CITY OR TOWN: Tallahassee STATE: Florida CODE: 12

12 STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name _____

Title Historic Preservation Officer

Date _____

I hereby certify that this property is included in the National Register.

 Director, Office of Archeology and Historic Preservation

Date _____

ATTEST:

 Keeper of The National Register

Date _____

SEE INSTRUCTIONS

5

Index By State County
National Register Information System

09/13/2001 09:38:40

No filter

Include filter in navigation

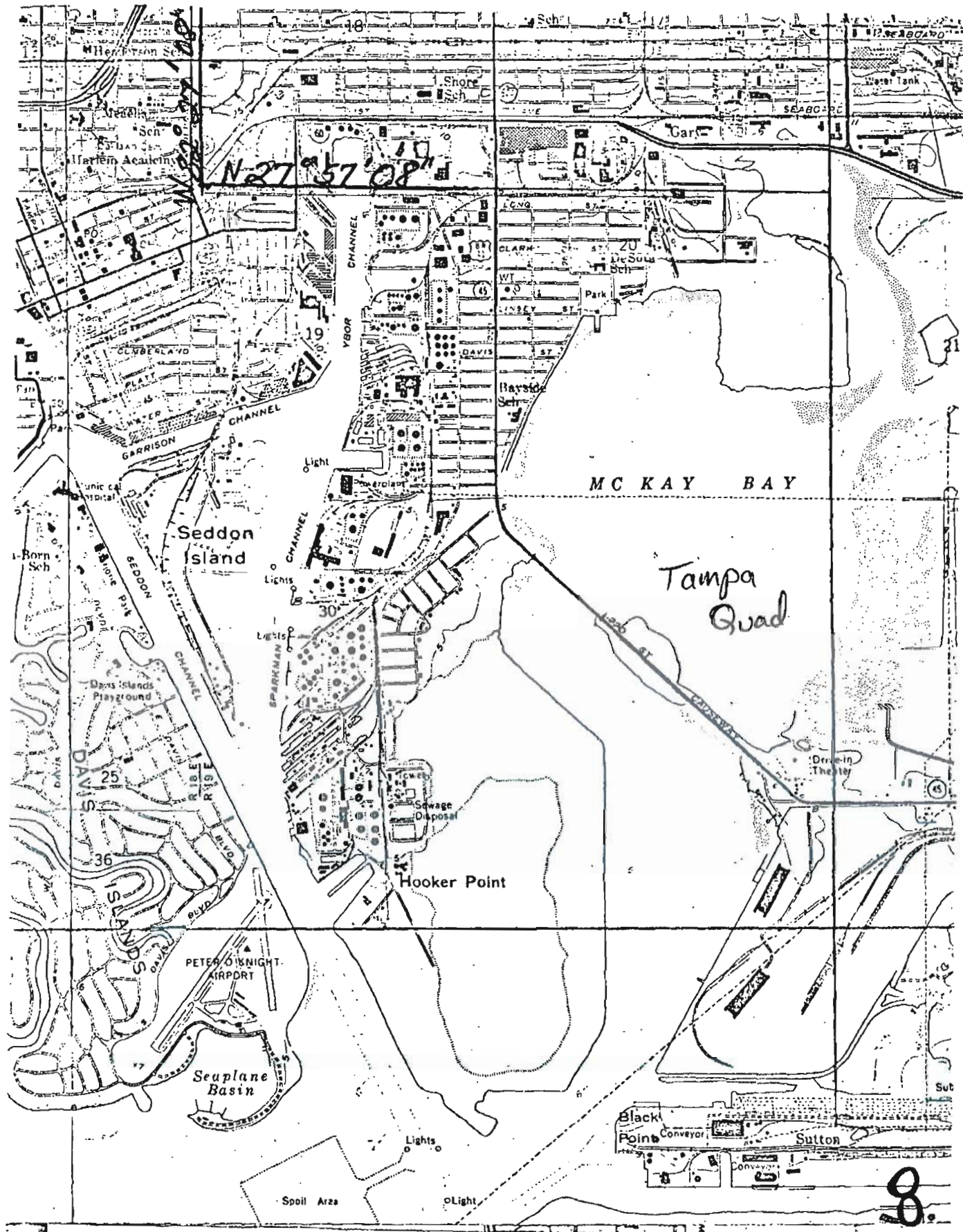
State: FL
County: Hillsborough

Row	Resource Name	Address	City	Listed	Multiple
61	Taliaferro, T. C., House	305 S. Hyde Park	Tampa	1974-10-01	
62	Tampa Bay Hotel	401 W. Kennedy Blvd.	Tampa	1972-12-05	
63	Tampa City Hall	315 John F. Kennedy Blvd., E.	Tampa	1974-10-01	
64	Tampa Free Public Library, Old	102 E. Seventh Ave.	Tampa	1991-05-16	
65	Tampa Heights Historic District	Roughly bounded by Adalee St., I-275, 7th Ave. and N. Tampa Ave.	Tampa	1995-08-04	
66	Tampa Theater and Office Building	711 Franklin St.	Tampa	1978-01-03	
67	Tampania House	4611 N. A St.	Tampa	1985-09-12	
68	Turkey Creek High School, Historic	5005 Turkey Creek Rd., S	Plant City	2001-03-02	
69	Union Depot Hotel, Old	858 E. Zack St.	Tampa	2000-12-11	
70	Union Railroad Station	601 N. Nebraska St.	Tampa	1974-06-05	



Page 7





8

HISTORICAL STRUCTURE FORM FLORIDA MASTER SITE FILE

Site # 8H1298Original Recorder # 113AUpdate

Consult Guide To Historical Structure Forms for detailed instructions

Recorder Date 2/2002*MS 7608*Site Name Tampa Union Railroad Station Other Names NoneProject Name CRAS of the Tampa Rail ProjectHistoric Contexts Spanish-American War National Register Category Building

LOCATION and IDENTIFICATION

Address 601 North Nebraska AvenueVicinity of East side of Nebraska Avenue, between East Zack and East Twiggs StreetsCity Tampa County HillsboroughOwnership Private Subdivision _____ Block # _____ Lot # _____

MAPPING

USGS Map Tampa, Florida 1956 (PR 1981) Township 29S Range 19E Section 18Quarter SW Qtr Qtr SW Irregular Section UTM Zone 17Easting 0357282 Northing 3092803 Land Grant UnknownLatitude _____ Longitude _____ Plat or Other Map Aerial Photographs

HISTORY

Architect/BUILDER J.F. Leitner -architect; W.C. Hobbs Co. -contractors Construction Date 1912 Circa Alterations Date c.1990s Type/Location exterior elevations cleaned & renovatedAdditions Date _____ Type/Location NoneMoved Original Location _____Original Use(s) Railroad Station Present Use(s) Railroad Station

DESCRIPTION

Style Italian Renaissance Exterior Plan Rectangular Interior Plan Unknown Stories 1.5Structural System Masonry Exterior Fabric BrickFoundation Continuous Foundation Materials Concrete Foundation Infill _____No. of Porches 2 Locations/Features S/flat roof porte-cochere/brick columns/cab stand attached to baggage building; E/shed roof/full-width porticoDormers Number/Location _____Outbldgs. Number 6 Nature/Location (Describe below)SW/gabled historic Mission-style baggage building with attached flat-roofed cab c.1990; E/ 3 large gabled open-air wood & metal platform canopies; E/2 nonhistoric, circa-1990 1-story storage buildingsRoof Type Flat Roofing Materials Built up materialsSecondary Structures Comments/Location _____Chimneys Number _____ Orientation _____ Location _____ Material _____Wood Windows Type DHS; Fixed Light # 1/1; MultiMetal Windows Type _____ Light # _____Exterior Ornament Arched lunette windows, stone quoins & voussoirs, stone & terra cotta stringcourse & cornice, Corinthian columnsCondition Excellent Surroundings Commercial, Urban

Narrative (general, interior, landscape, context; 3 lines only)

See continuation sheet.

Archaeological Remains Present None Observed FMSF Archaeological Site Form Completed (If yes, attach)

HISTORICAL STRUCTURE FORM

Consult Guide To Historical Structure Forms for detailed instructions

RECORDER'S EVALUATION OF SITE

Eligible for National Register? Yes No Likely, Need Information Insufficient Information
 Significant as Part of District? Yes No Likely, Need Information Insufficient Information
 Significant at Local Level? Yes No Likely, Need Information Insufficient Information

Areas of Significance

Community Planning And Development, Architecture, Commerce, Transportation

Summary of Significance

See continuation sheet.

DHR USE ONLY	OFFICIAL EVALUATIONS	DHR USE ONLY
DATE LISTED ON NATIONAL REGISTER	DATE _____	
KEEPER DETERMINATION OF ELIGIBILITY	DATE _____	YES _____ NO _____
SHPO EVALUATION OF ELIGIBILITY	DATE <u>7-5-02</u>	YES _____ NO _____
LOCAL DETERMINATION OF ELIGIBILITY	DATE _____	YES _____ NO _____
LOCAL OFFICE _____		

DOCUMENTATION

Research Methods Past surveys search at FMSF

Bibliographic References _____

Location of Negatives Janus Research Negative Numbers Roll 7A, Exp. #30, Facing SE

RECORDER INFORMATION

Recorder Name B. Koepnick, J. Stewart, C. Michael

Recorder Affiliation JANUS RESEARCH, 2935 First Avenue North, St. Petersburg, Florida 33713 Telephone 727-821-7600

- REQUIRED:
1. USGS 7.5' MAP WITH STRUCTURES PINPOINTED IN RED
 2. LARGE SCALE STREET OR PLAT MAP
 3. PHOTO OF MAIN FACADE, PREFERABLY B&W, AT LEAST 3x5

SITE NAME Tampa Union Station and Baggage Building**A. NARRATIVE DESCRIPTION OF SITE (Use back of page and continuations)**

The Tampa Union Station property is comprised of several historic resources including the main two-story brick passenger building, an adjoining one-story brick baggage building, and the original open, gable-roofed passenger canopies. Additionally, there are two nonhistoric structures located on the station's property.

The recently restored Tampa Union Station passenger building was designed by J.F. Leitner, a prominent local architect, and built circa-1912 in the Italian Renaissance Revival style. The masonry passenger building is clad in red tapestry brick accented with quoins, arched windows, and cornice parapet details. The roof features five low hips corresponding to each of the five bays on the main façade. Each hipped structure has ceiling lights set in copper panels, which illuminate the interior. These roof features are obscured behind a brick parapet wall topped with stone coping. Arched wood sash windows containing panes of opalescent art glass top the east and west entrance doors and central windows of the two-story main passenger building.

The red brick baggage building, connected to Tampa Union Station via a porte cochere on the southwest corner, is a historic part of the Tampa Union Station complex. The red brick building, with shaped parapet gable ends, historically contained baggage handling facilities, a barbershop, coffee shop, and offices. Historically, the porte-cochere was a taxi cab stand. The baggage building has another smaller porte-cochere, which projects to the west.

B. DISCUSSION OF SIGNIFICANCE (Use Back of page and continuations)

The Tampa Union Station passenger building is significant under *NRHP* Criteria A and C for its associations with the transportation of people and goods and the railroad's economic impact on Tampa during the early-twentieth century. Located in the area between downtown Tampa and the Ybor Channel area, it was ideally situated to serve both the needs of freight and passenger service. Its architectural significance is based on its original Italian Renaissance Revival design created by J.F. Leitner. Because of its significance in the areas of Community Planning and Development, Transportation, and Architecture, the building was listed in the *NRHP* in 1973. It is also designated as a City of Tampa Landmark.

The Tampa Union Station baggage building was not mentioned as a contributing resource within the 1973 *NRHP* designation report; however, it is considered potentially eligible for listing in *NRHP* as a contributing resource to the Tampa Union Station complex. The historic passenger canopies are also considered eligible as contributing resources, although they were not mentioned within the Tampa Union Station *NRHP* designation report. The two circa-1990 buildings located on the northern portion of the property are not considered contributing resources.

SITE NAME Tampa Union Station and Baggage Building

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE (Use back of page and continuation sheets if necessary)

FMSF 8HI298

Greer, Diane, Historic Sites Specialist, Division of Archives, History & Records Management, Department of State, Tallahassee, FL, 1973

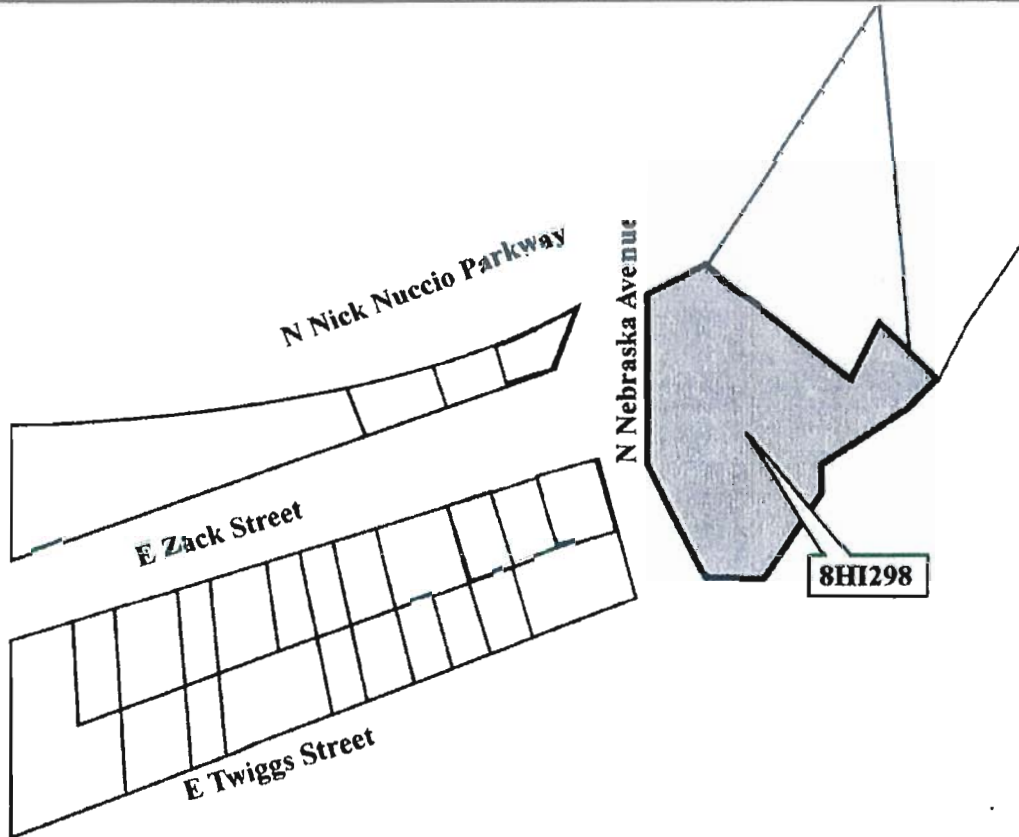
Janus Research

Cultural Resources Reconnaissance Survey for the Tampa Rail Project, 2001

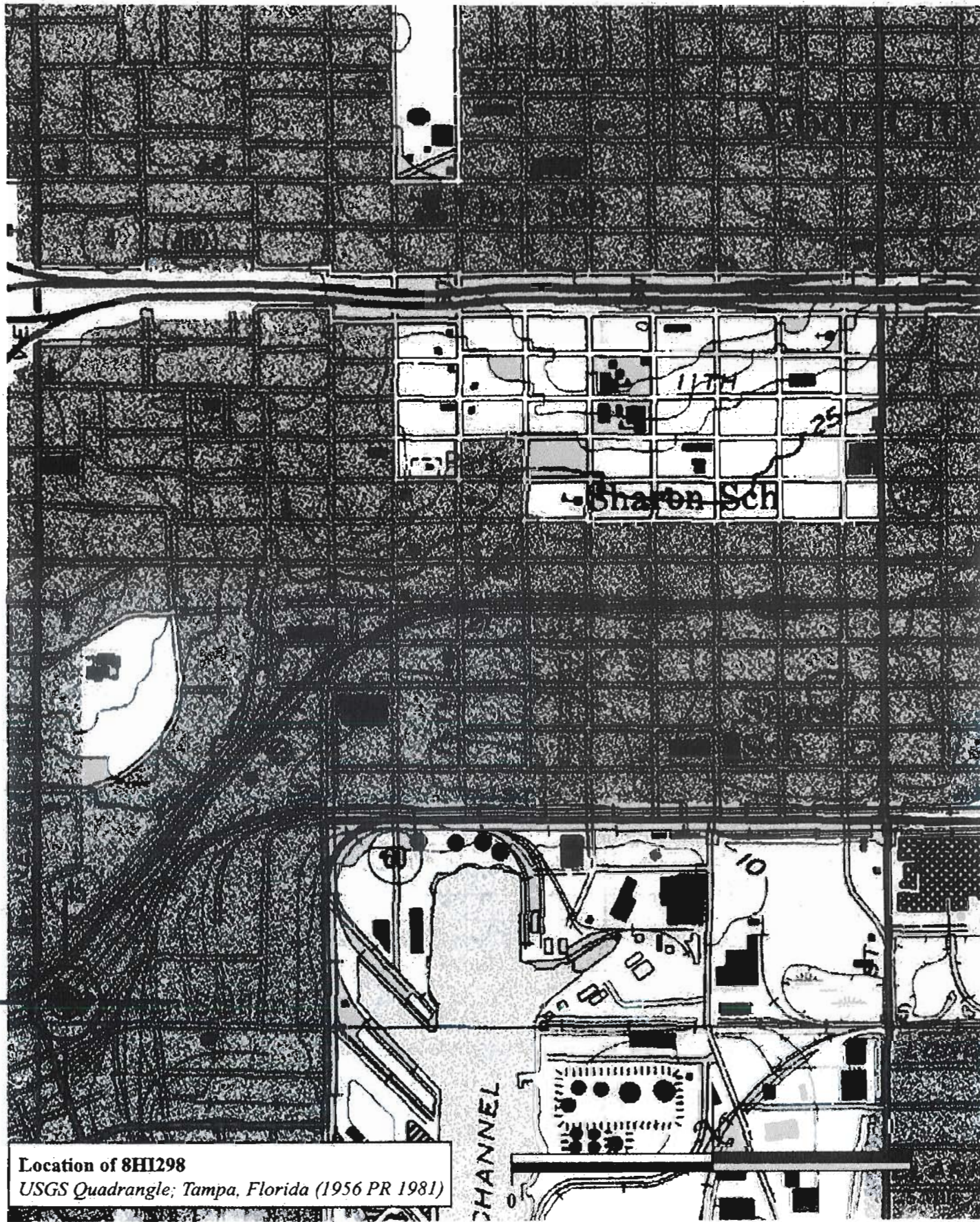
PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



Location of 8HI298
USGS Quadrangle; Tampa, Florida (1956 PR 1981)

CHANNEL

Sharon Sch

11TH

25

10

ST

5

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HISTORICAL STRUCTURE FORM FLORIDA MASTER SITE FILE

Site # 8H10298Original Recorder # 065Update

Consult Guide To Historical Structure Forms for detailed instructions

Recorder Date 5/2000

Site Name Tampa Union Station Other Names None
 Project Name CRAS of Lee Roy Selmon Crosstown Expressway Capacity Improvement Project # 6034
 Historic Contexts Spanish-American War National Register Category Building

Address 601 N. Nebraska Avenue
 Vicinity of Northeast corner of N. Nebraska Avenue and E. Twiggs Street
 City Tampa County Hillsborough
 Ownership Private Subdivision Unknown Block # _____ Lot # _____

USGS Map Tampa, FL 1956 PR 1981 Township 29S Range 19E Section 19
 Quarter SW Qtr Qtr SW Irregular Section UTM Zone 17
 Easting 0357300 Northing 3092800 Land Grant Unknown
 Latitude _____ Longitude _____ Plat or Other Map _____

Architect/Builder J.F. Leitner Construction Date 1912 Circa
 Alterations Date c.1970 Type/Location some original interior decorations removed
 Additions Date _____ Type/Location _____
 Moved Original Location _____
 Original Use(s) Railroad Station Present Use(s) Railroad Station

Style Italian Renaissance Revival Exterior Plan Rectangular Interior Plan Unknown Stories 2
 Structural System Masonry Exterior Fabric Brick, Stone, Terra Cotta
 Foundation Continuous Foundation Materials Brick Foundation Infill N/A
 No. of Porches 4 Locations/Features W: 2 recessed entries/ Corinthian columns; E: gabled open-air passenger canopies/ metal supports; E: historic cab stand / brick porte cochere/ flat-roof

Dormers Number/Location _____
 Outbldgs. Number 3 Nature/Location (Describe below)
N: 2 nonhistoric auxiliary buildings; S: 1-story historic gabled baggage building/ brick with stone trim/ porte cochere/ shaped parapet

Roof Type Flat, Hip Roofing Materials Built-up, Glass

Secondary Structures Comments/Location _____

Chimneys Number _____ Orientation _____ Location _____ Material _____

Wood Windows Type DHS, Fixed Light # 1/1; Multi

Metal Windows Type _____ Light # _____

Exterior Ornament Stone Cornice, Corinthian Columns, Quoining, Tapestry Brick, Glazed Lunette Windows, Cartouches

Condition Good Surroundings Commercial, Industrial

Narrative (general, interior, landscape, context; 3 lines only)

Please see continuation sheet.

Archaeological Remains Present None Observed FMSF Archaeological Site Form Completed (if yes, attach)

HISTORICAL STRUCTURE FORM

Consult Guide To Historical Structure Forms for detailed instructions

Eligible for National Register? Yes No Likely, Need Information Insufficient Information
 Significant as Part of District? Yes No Likely, Need Information Insufficient information
 Significant at Local Level? Yes No Likely, Need Information Insufficient Information

Areas of Significance

Community Planning And Development, Architecture, Transportation

Summary of Significance

Please see continuation sheet.

DHR USE ONLY	OFFICIAL EVALUATIONS	DHR USE ONLY
DATE LISTED ON NATIONAL REGISTER	DATE 6/2/04	
KEEPER DETERMINATION OF ELIGIBILITY	DATE YES <input type="checkbox"/> NO <input type="checkbox"/>	
SHPO EVALUATION OF ELIGIBILITY	DATE 6/2/04 YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
LOCAL DETERMINATION OF ELIGIBILITY	DATE YES <input type="checkbox"/> NO <input type="checkbox"/>	
LOCAL OFFICE		

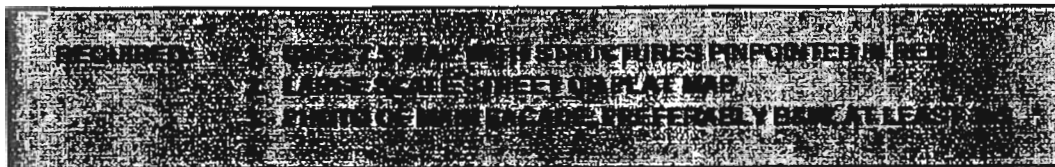
Research Methods Past sites search at FMSF

Bibliographic References National Register Nomination Form, 1973

Location of Negatives Janus Research Negative Numbers Roll 2012-5, Exp. 24, facing NE

Recorder Name Christine Farris, Amy Groover, Brian Koepnick

Recorder Affiliation JANUS RESEARCH, 2935 First Avenue North, St. Petersburg, Florida 33713 Telephone 727-821-7800



SITE NAME Tampa Union Station**A. NARRATIVE DESCRIPTION OF SITE (Use back of page and continuations)**

The Tampa Union Station property is comprised of several historic resources including the main two-story brick passenger building, an adjoining one-story brick baggage building, and the original open, gable-roofed passenger canopies. Additionally, there are two nonhistoric structures located on the station's property.

The recently restored Tampa Union Station passenger building was designed by J.F. Leitner, a prominent local architect, and built circa-1912 in the Italian Renaissance Revival style. The masonry passenger building is clad in red tapestry brick accented with quoins, arched windows, and cornice parapet details. The roof features five low hips corresponding to each of the five bays on the main façade. Each hipped structure has ceiling lights set in copper panels, which illuminate the interior. These roof features are obscured behind a brick parapet wall topped with stone coping. Arched wood sash windows containing panes of opalescent art glass top the east and west entrance doors and central windows of the two-story main passenger building.

The red brick baggage building, connected to Tampa Union Station via a porte cochere on the southwest corner, is a historic part of the Tampa Union Station complex. The red brick building, with shaped parapet gable ends, historically contained baggage handling facilities, a barbershop, coffee shop, and offices. Historically, the porte cochere was a taxi cab stand. The baggage building has another smaller porte cochere, which projects to the west.

B. DISCUSSION OF SIGNIFICANCE (Use Back of page and continuations)

The Tampa Union Station passenger building is significant under NRHP Criteria A and C for its associations with the transportation of people and goods and the railroad's economic impact on Tampa during the early-twentieth century. Located in the area between downtown Tampa and the Ybor Channel area, it was ideally situated to serve both the needs of freight and passenger service. Its architectural significance is based on its original Italian Renaissance Revival design created by J.F. Leitner. Because of its significance in the areas of Community Planning and Development, Transportation, and Architecture, the building was listed in the NRHP in 1973. It is also designated as a City of Tampa Landmark.

The Tampa Union Station baggage building was not mentioned as a contributing resource within the 1973 NRHP designation report; however, it is considered potentially eligible for listing in NRHP as a contributing resource to the Tampa Union Station complex. The historic passenger canopies are also considered eligible as contributing resources, although they were not mentioned within the Tampa Union Station NRHP designation report. The two circa-1990 buildings located on the northern portion of the property are not considered contributing resources.

SITE NAME Tampa Union Station

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE (Use back of page and continuation sheets if necessary)

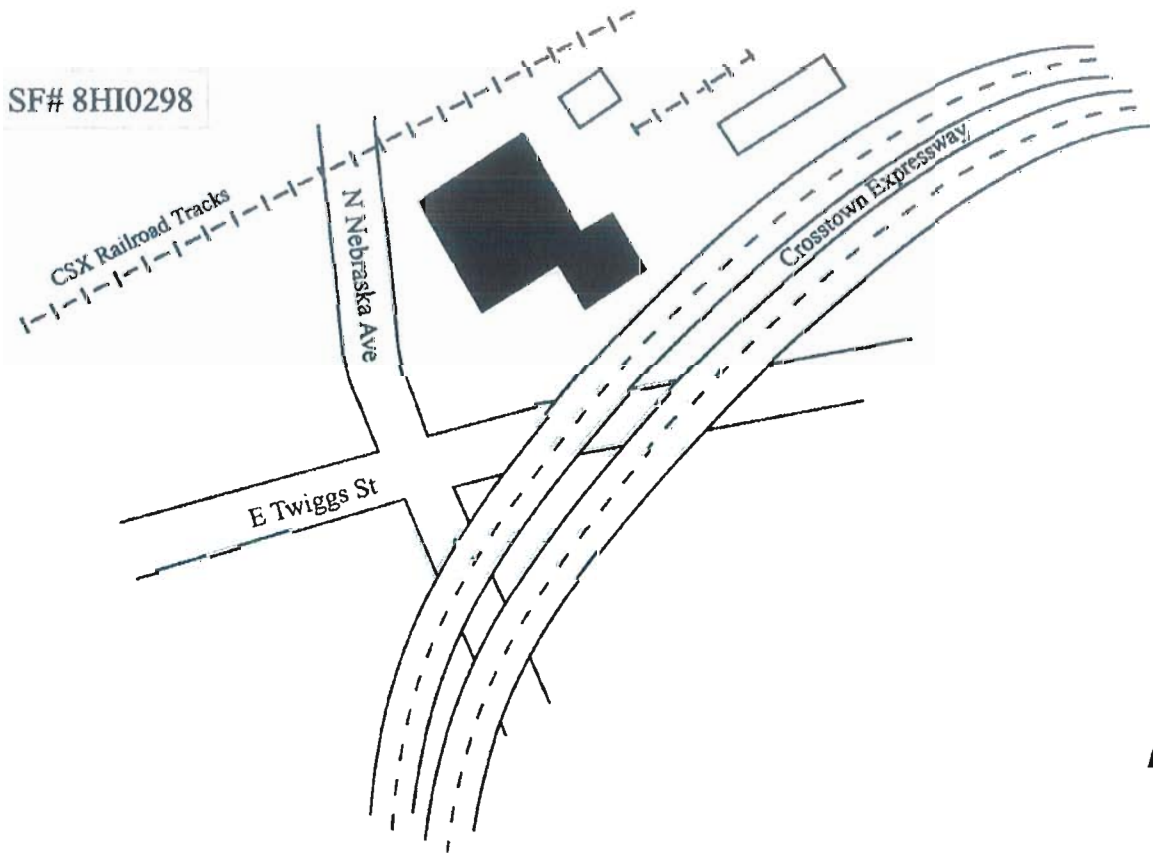
Greer, Diane D., Historic Sites Specialist

1973 National Register of Historic Places Inventory Nomination Form,
Division of Archives, History and Records Management,
Tallahassee, Florida

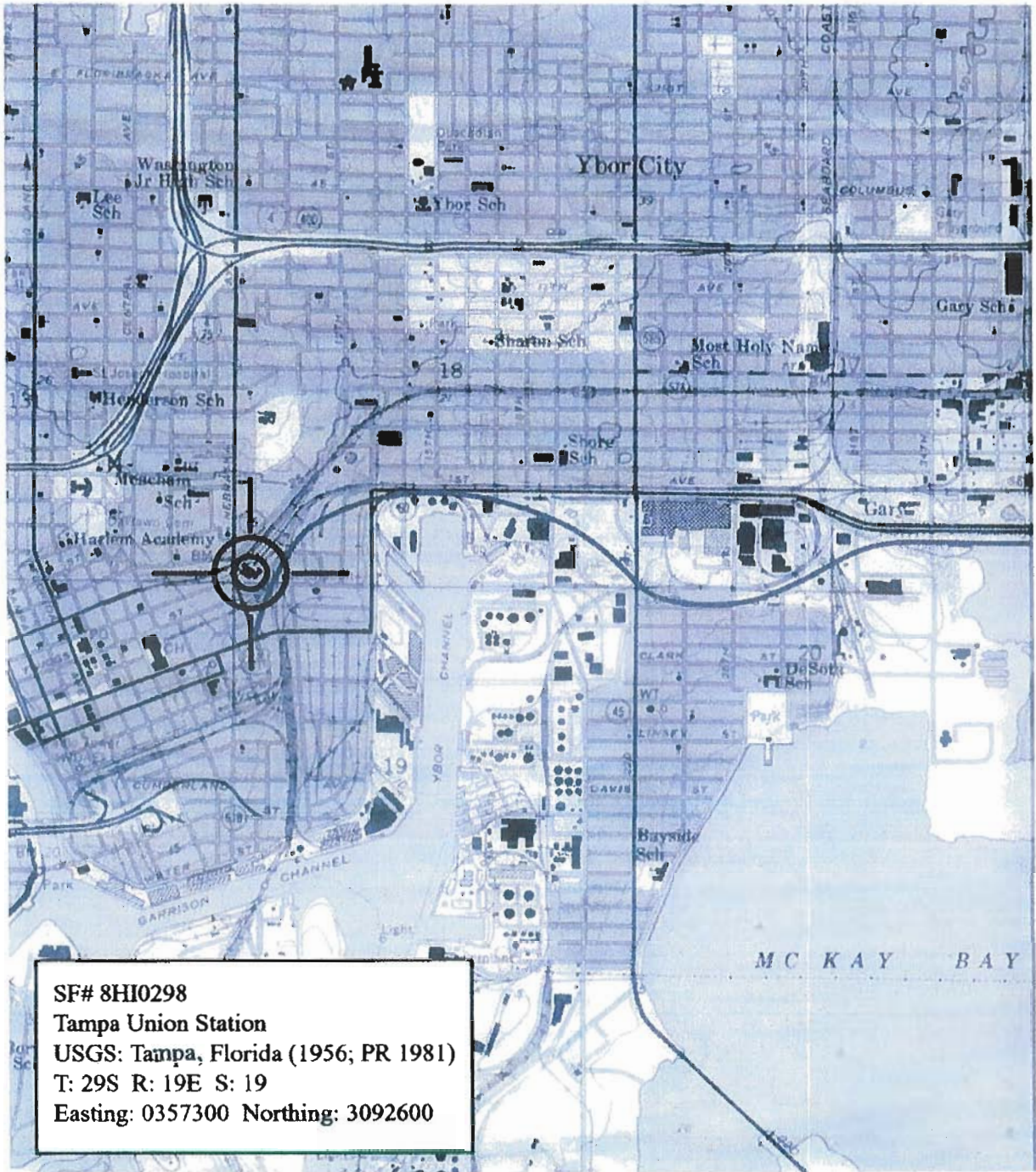
3.5 x 5 PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Site # 8H16835Original Recorder # 052Update

Consult Guide To Historical Structure Forms for detailed instructions

Recorder Date 5/2000Site Name 611 N. Meridian Avenue Other Names Modern DisplayProject Name CRAS of Lee Roy Selmon Crosstown Expressway Capacity Improvement Project6034Historic Contexts WWI & Aftermath National Register Category Building

LOCATION and IDENTIFICATION

Address 611 N. Meridian AvenueVicinity of East side of N. Meridian Avenue between Crosstown Expressway and E. Twiggs StreetCity Tampa County HillsboroughOwnership Private Subdivision Unknown Block # _____ Lot # _____

MAPPING

USGS Map Tampa, FL 1956 PR 1981 Township 29S Range 19E Section 18Quarter SW Qtr Qtr SW Irregular Section UTM Zone 17Easting 0357503 Northing 3092811 Land Grant Unknown

Latitude _____ Longitude _____ Plat or Other Map _____

Architect/Builder Unknown Construction Date 1916 Circa Alterations Date c.1960-1990 Type/Location N: half of original building removed; openings altered; windows replacedAdditions Date c.1990 Type/Location E: Brahma Bolt, 612 N. Raymond (concrete building) attached; S: wood balconyMoved Original Location _____Original Use(s) Commercial Present Use(s) CommercialStyle Masonry Vernacular Exterior Plan Rectangular Interior Plan Unknown Stories 2Structural System Masonry Exterior Fabric Concrete Block, BrickFoundation Continuous Foundation Materials Concrete Foundation Infill N/A

No. of Porches _____ Locations/Features _____

Dormers Number/Location _____Outbldgs. Number 1 Nature/Location (Describe below)

N: nonhistoric fabric tent with metal supports

Roof Type Flat Roofing Materials Built-upSecondary Structures Comments/Location _____Chimneys Number _____ Orientation _____ Location _____ Material _____Wood Windows Type DHS Light # 1/1; 2/2Metal Windows Type Commercial Pivot Light # _____Exterior Ornament Raised ParapetCondition Fair Surroundings Commercial, Industrial

Narrative (general, interior, landscape, context; 3 lines only)

Please see continuation sheet.

Archaeological Remains Present None Observed FMSF Archaeological Site Form Completed (if yes, attach)

HISTORICAL STRUCTURE FORM

Site # 8H16835

Consult Guide To Historical Structure Forms for detailed instructions

RECORDER'S EVALUATION OF SITE

Eligible for National Register? Yes No Likely, Need Information Insufficient Information
 Significant as Part of District? Yes No Likely, Need Information Insufficient Information
 Significant at Local Level? Yes No Likely, Need Information Insufficient Information

Areas of Significance

Community Planning And Development

Summary of Significance

Please see continuation sheet.

DHR USE ONLY	OFFICIAL EVALUATIONS	DHR USE ONLY
DATE LISTED ON NATIONAL REGISTER	DATE _____	
KEEPER DETERMINATION OF ELIGIBILITY	DATE _____	YES <input type="checkbox"/> NO <input type="checkbox"/>
SHPO EVALUATION OF ELIGIBILITY	DATE <u>9/27</u>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
LOCAL DETERMINATION OF ELIGIBILITY	DATE _____	YES <input type="checkbox"/> NO <input type="checkbox"/>
LOCAL OFFICE _____		

DOCUMENTATION

Research Methods Past sites search at FMSF

Bibliographic References _____

Location of Negatives Janus ResearchNegative Numbers Roll 2012-4, Exp. 21, facing NW

RECORDER INFORMATION

Recorder Name Christine Farris, Amy Groover, Brian KoepnickRecorder Affiliation JANUS RESEARCH, 2936 First Avenue North, St. Petersburg, Florida 33713 Telephone 727-821-7600

- REQUIRED:**
1. USGS 7.5' MAP WITH STRUCTURES PINPOINTED IN RED
 2. LARGE SCALE STREET OR PLAT MAP
 3. PHOTO OF MAIN FACADE, PREFERABLY B&W, AT LEAST 3x5

SITE NAME Modern Display/Miller-Lenfestey Supply Company

A. NARRATIVE DESCRIPTION OF SITE (Use back of page and continuations)

The former Miller-Lenfestey Supply Company building is located at 611 N. Meridian Street on the east side of the street, between Twiggs Street and the Lee Roy Selmon Crosstown Expressway structure, in Township 29 South, Range 19 East, Section 18 in Tampa, Florida. Constructed circa-1916, this commercial building, which now houses Modern Display, is sited directly across from a railroad spur of the CSX Railroad. The 9,500 square foot building has a generally rectangular plan and is two stories in height. It sits on a continuous concrete foundation, and its flat roof is covered with built-up roofing materials. A parapet wall obscures the flat roof. Almost half of the building was destroyed when the Crosstown Expressway structure was erected.

The main elevation (west), which faces the railroad tracks, is covered with red bricks set in a common bond pattern. The brick façade, which was probably sandblasted in the past, shows signs of wear and the mortar has been repointed in several places. Today, this façade is eight bays wide. According to a historic photograph dating from 1930, two bays of this elevation have been removed since its construction date. A single metal door topped by a transom allows entry into the building from this elevation. The northernmost bay features an original loading bay with metal doors. The original fenestration remains throughout this elevation. Six wood frame, double-hung sash windows with two-over-two light configurations are located on the first floor; each of these windows are covered with historic metal security bars. The second floor has nine wood frame, double-hung sash windows with a one-over-one light configuration. Simple brick surrounds are visible around each of the windows.

The south elevation now serves as the primary entrance to the building. This elevation is also covered with bricks set in a common bond pattern; the bricks have been sandblasted. Several modern paneled doors with nonhistoric door surrounds are located on the first and second floors. A nonhistoric wood and steel stairwell and landing with turned balusters and faux Victorian detailing has been appended to this elevation. An original wood frame window remains. The building's paved parking lot is located between the south elevation and the adjacent nonhistoric building.

The north elevation was reconstructed with concrete blocks several years ago when approximately half of the building was removed. This elevation features a large loading bay with metal sliding doors.

The rear elevation (east) has a one-story concrete structure appended to it. Sanborn maps dating from 1953 show this concrete structure attached to the original building. On the second floor of the historic main block, metal pivot windows are evident. The bricks on the second floor of this elevation are painted white and a painted wall sign is evident.

SITE NAME Modern Display/Miller-Lenfestey Supply Company

B. DISCUSSION OF SIGNIFICANCE (Use Back of page and continuations)

Constructed circa-1916, this building is one of the few historic brick warehouses along with the Elliot Crane Company building at 1105 Twiggs Street remaining in the area described as the Channelside district. In the early part of the twentieth century, this building was erected by the Miller-Lenfestey Supply Company, which provided laundry and dry cleaning machinery and supplies as well as dairy supplies and equipment. This building was sited adjacent to a spur of the CSX Railroad, and within close proximity to the Ybor Channel, making it easy for the business to ship and receive products by train or boat.

In 1999, the former Miller-Lenfestey Supply Company building was identified in the *Tampa Rail Project Draft Cultural Resource Reconnaissance Study* prepared by Janus Research and Ferrell and Associates. In this preliminary study, the resource was considered potentially eligible for listing in the **NRHP** as part of a proposed Multiple Property Submission of Masonry Commercial, Industrial, and Warehouse Buildings. However, the State Historic Preservation Office never formally determined the building to be eligible for listing in the **NRHP**. Following further research and analysis of this resource during the preparation of the CRAS for the Lee Roy Selmon Crosstown Expressway project, it has been concluded that this property is ineligible for listing in the **NRHP**.

The building does not qualify for listing in the **NRHP**. Although, the building is historically associated with the commercial development of Tampa during the early part of the twentieth century, it has been substantially modified so that the building no longer maintains the ability to convey its significance. As discussed earlier, almost half of the building was destroyed during the construction of the Crosstown Expressway. Two bays of the front elevation and most of the north elevation were removed at this time. The removal of portions of the building dramatically modifies its appearance, design, and feeling and, therefore, compromises its integrity. Other nonhistoric alterations such as the addition of the modern entrances and stairwell and landing on the south elevation further diminish its integrity.

Additionally, other significant and intact examples of masonry commercial, industrial, and warehouse buildings dating from the first half of the twentieth century remain throughout Tampa in the Channelside district, Downtown Tampa, and the vicinity of Kennedy Boulevard. During this survey, the Elliot Crane Company building at 1105 Twiggs Street was identified as potentially eligible for listing in the **NRHP**. The *Tampa Rail Project Draft Cultural Resource Reconnaissance Study* prepared in 1999 also identified the Lucas Brothers Grocery/100 Madison Street, Tarr Building/520 N. Tampa Avenue, Beckworth-Wilson Building/502-506 N. Tampa Avenue, Cralle Building/501 E. Washington, 207-225 Willow Avenue, Harris and Stearns/910 Cass Street, and 2017 Kennedy Boulevard to be potentially **NRHP**-eligible.

SITE NAME Modern Display/Miller-Lenfestey Supply Company

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE (Use back of page and continuation sheets if necessary)

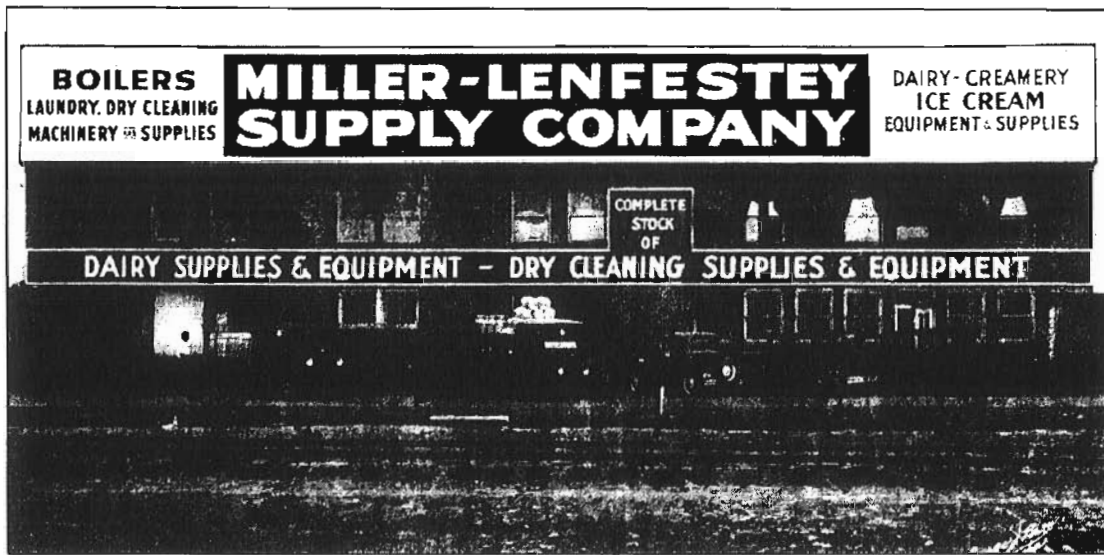
Janus Research and Ferrell and Associates

1999

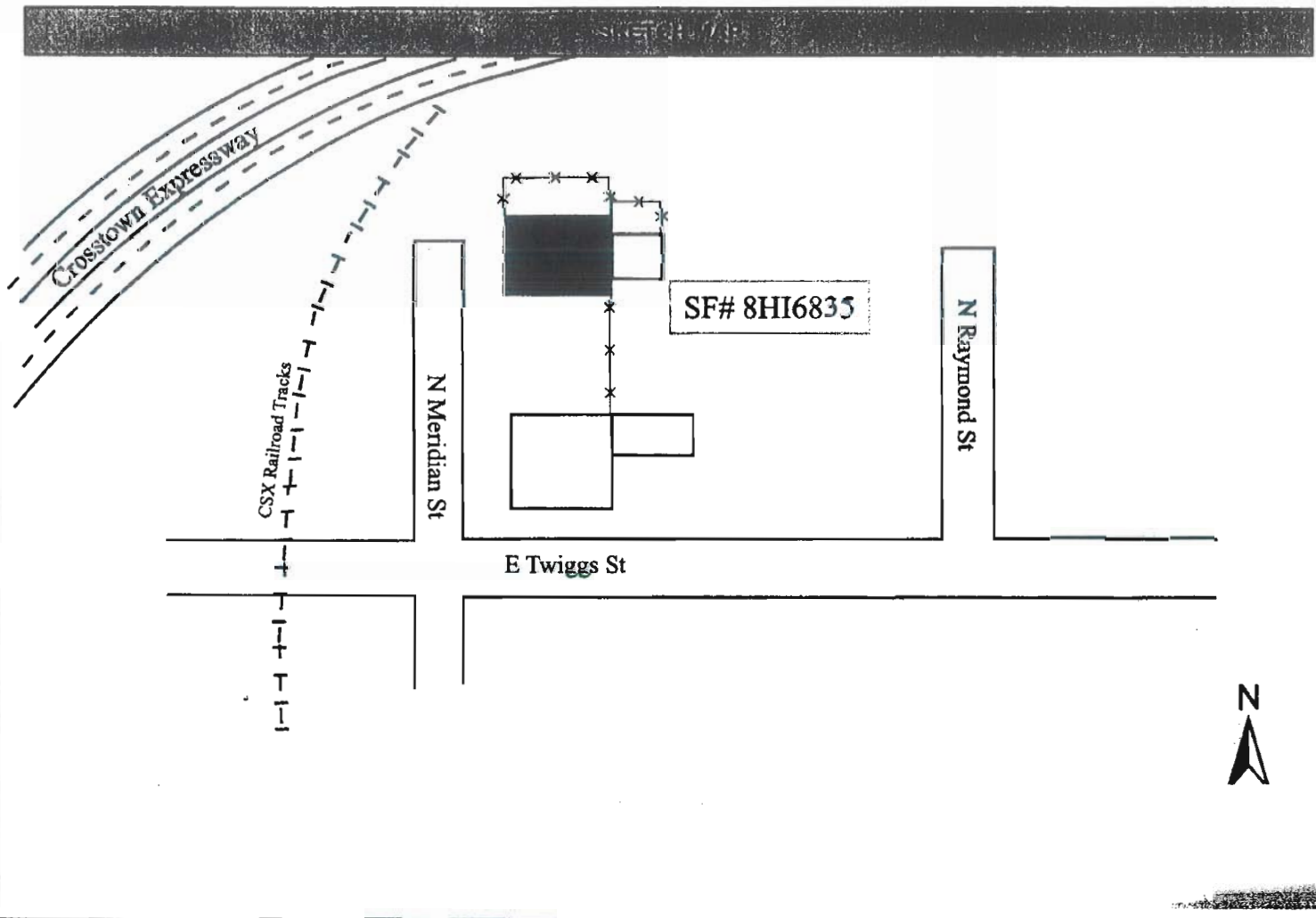
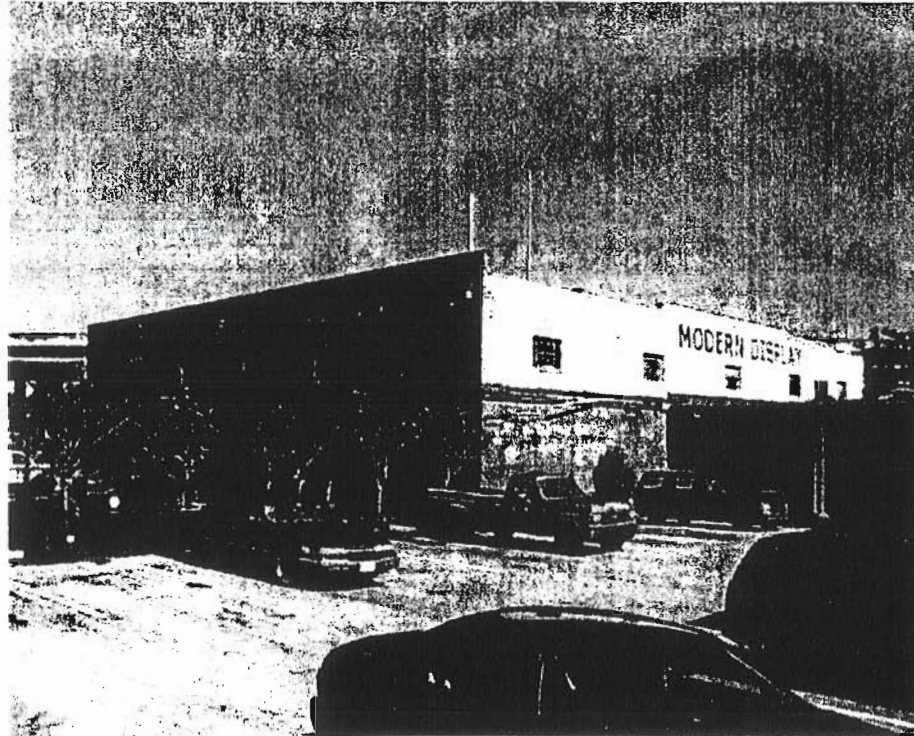
Tampa Rail Project Draft Cultural Resource Reconnaissance Study.

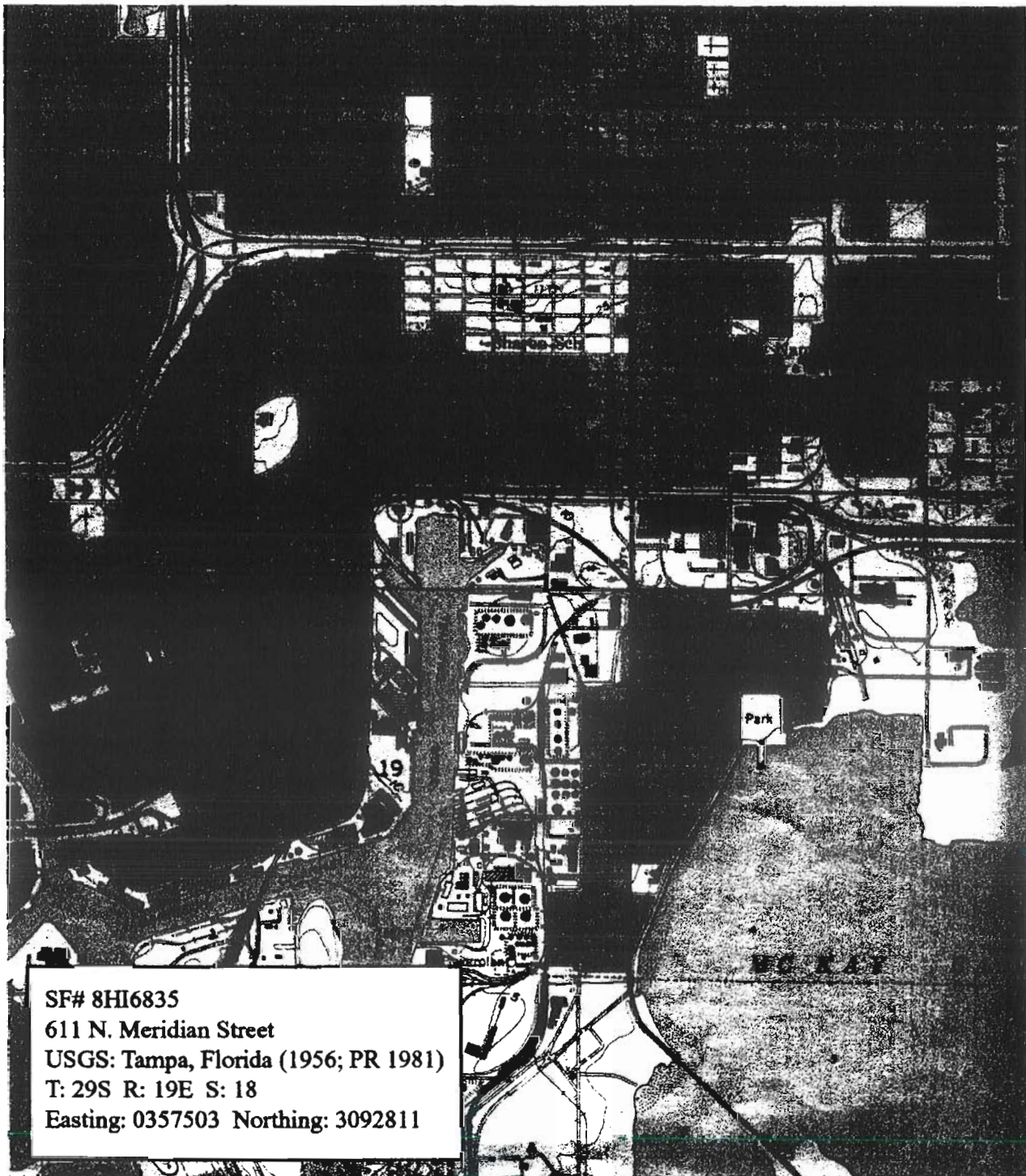
Unpublished report on file at Janus Research, St. Petersburg, Florida.

SITE NAME Modern Display/Miller-Lenfestey Supply Company



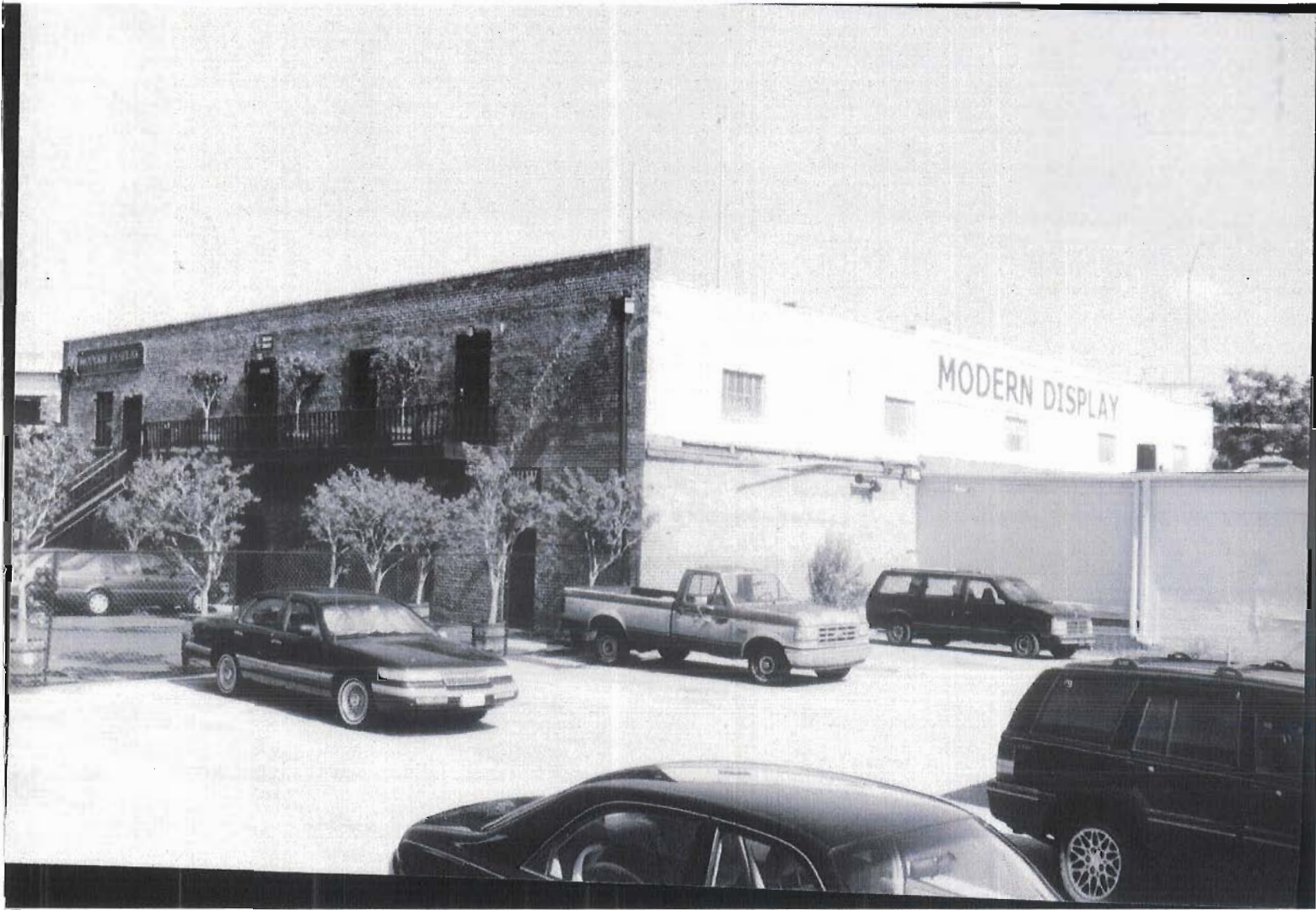
Circa-1930 Photograph of 611 N. Meridian Street. Photograph Courtesy of City of Tampa Public Library Photograph Collection.





SF# 8HI6835
611 N. Meridian Street
USGS: Tampa, Florida (1956; PR 1981)
T: 29S R: 19E S: 18
Easting: 0357503 Northing: 3092811





8035

8HI6835
611 N. Meridian Avenue
Tampa
CRAS of Lee Roy Selmon Crosstown Expressway
Capacity Improvement Project
Christine Farris, photographer 5/2000
Janus Research, St. Petersburg, Florida
Roll 2012-4, Exp. 21, facing NW

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE

Site # 8H16838

Original

Recorder # 048

Update

Consult Guide To Historical Structure Forms for detailed instructions

Recorder Date 5/2000

Site Name 704 N. 13th Street Other Names Right Hand Man Temporary Help

Project Name CRAS of Lee Roy Selmon Crosstown Expressway Capacity Improvement Project 6034

Historic Contexts WWII & Aftermath National Register Category Building

LOCATION AND IDENTIFICATION

Address 704 N. 13th Street

Vicinity of West side of N. 13th Street, south of Crosstown Expressway

City Tampa County Hillsborough

Ownership Private Subdivision Unknown Block # Lot #

USGS MAP

USGS Map Tampa, FL 1956 PR 1981 Township 29S Range 19E Section 18

Quarter SW Qtr Qtr SE Irregular Section UTM Zone 17

Easting 0357816 Northing 3092994 Land Grant Unknown

Latitude Longitude Plat or Other Map

DESIGN

Architect/Builder Unknown Construction Date 1945 Circa

Alterations Date Type/Location

Additions Date c.1985 Type/Location E: burglar bars added

Moved Original Location

Original Use(s) Industrial Present Use(s) Industrial

STYLE

Style Industrial Vernacular Exterior Plan Rectangular Interior Plan Unknown Stories 1

Structural System Concrete Block Exterior Fabric Concrete Block

Foundation Continuous Foundation Materials Concrete Foundation Infill N/A

No. of Porches 2 Locations/Features E: small shed-roofed entry overhang; N: shed-roofed overhang at NE corner

Dormers Number/Location

Outbids. Number Nature/Location (Describe below)

Roof Type Gable Roofing Materials 5-V Sheet Metal

Secondary Structures Comments/Location

Chimneys Number Orientation Location Material

Wood Windows Type Light #

Metal Windows Type Awning Light # 4

Exterior Ornament Roofline Coping

Condition Fair Surroundings Commercial, Industrial

Narrative (general, interior, landscape, context; 3 lines only)

This commercial building features shed-roofed overhangs on the east elevation and on the northeast corner. A garage bay opening on the north elevation has been covered with sheet metal.

Archaeological Remains Present None Observed FMSF Archaeological Site Form Completed (if yes, attach)

Consult Guide To Historical Structure Forms for detailed instructions

RECORDER'S EVALUATION OF SITE

Eligible for National Register? Yes No Likely, Need Information Insufficient Information
 Significant as Part of District? Yes No Likely, Need Information Insufficient Information
 Significant at Local Level? Yes No Likely, Need Information Insufficient Information

Areas of Significance

Community Planning And Development

Summary of Significance

This building exhibits a common design and remains in fair condition. Based on the lack of architectural and historical significance, this building is considered ineligible for listing in the NRHP individually or as a part of a district.

DHR USE ONLY	OFFICIAL EVALUATIONS	DHR USE ONLY
DATE LISTED ON NATIONAL REGISTER	DATE _____	
KEEPER DETERMINATION OF ELIGIBILITY	DATE _____ YES <input type="checkbox"/>	NO <input type="checkbox"/>
SHPO EVALUATION OF ELIGIBILITY	DATE <u>9/27</u> YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
LOCAL DETERMINATION OF ELIGIBILITY	DATE _____ YES <input type="checkbox"/>	NO <input type="checkbox"/>
LOCAL OFFICE _____		

DOCUMENTATION

Research Methods Past sites search at FMSF

Bibliographic References _____

Location of Negatives Janus ResearchNegative Numbers Roll 2012-4, Exp. 12, facing SW

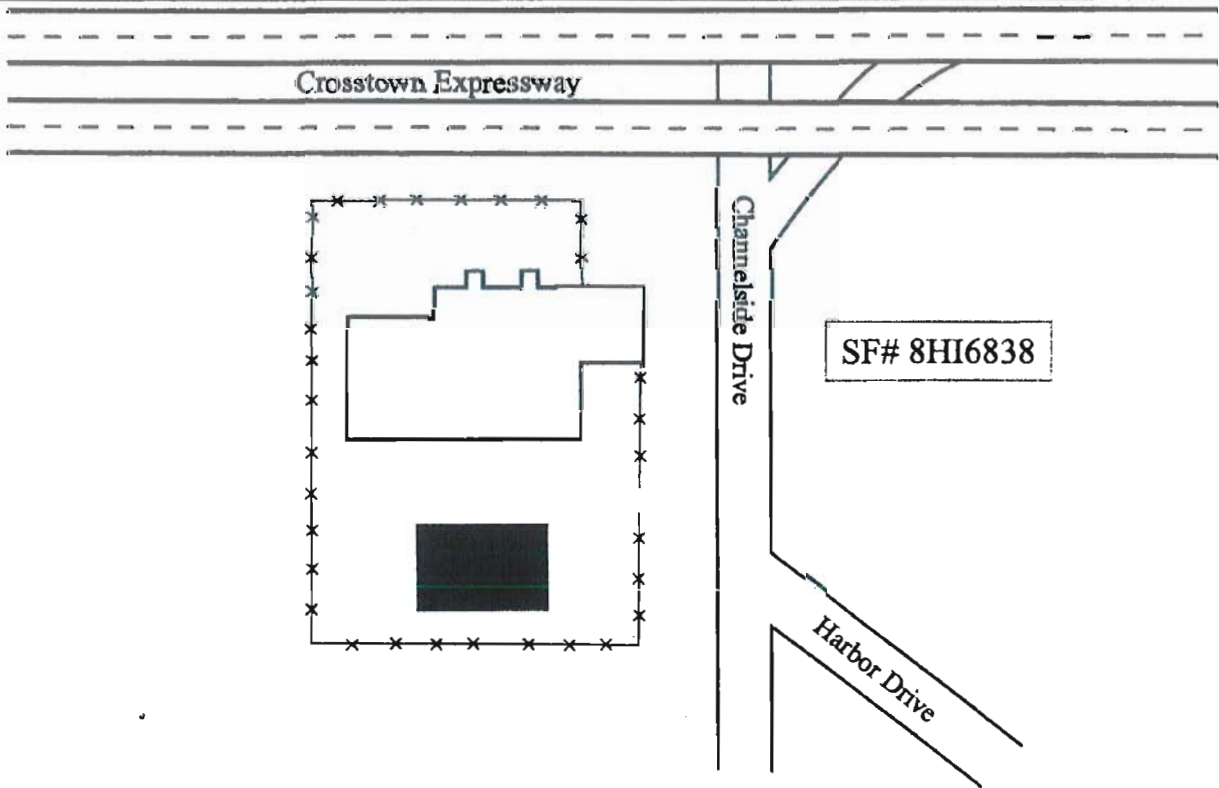
RECORDER INFORMATION

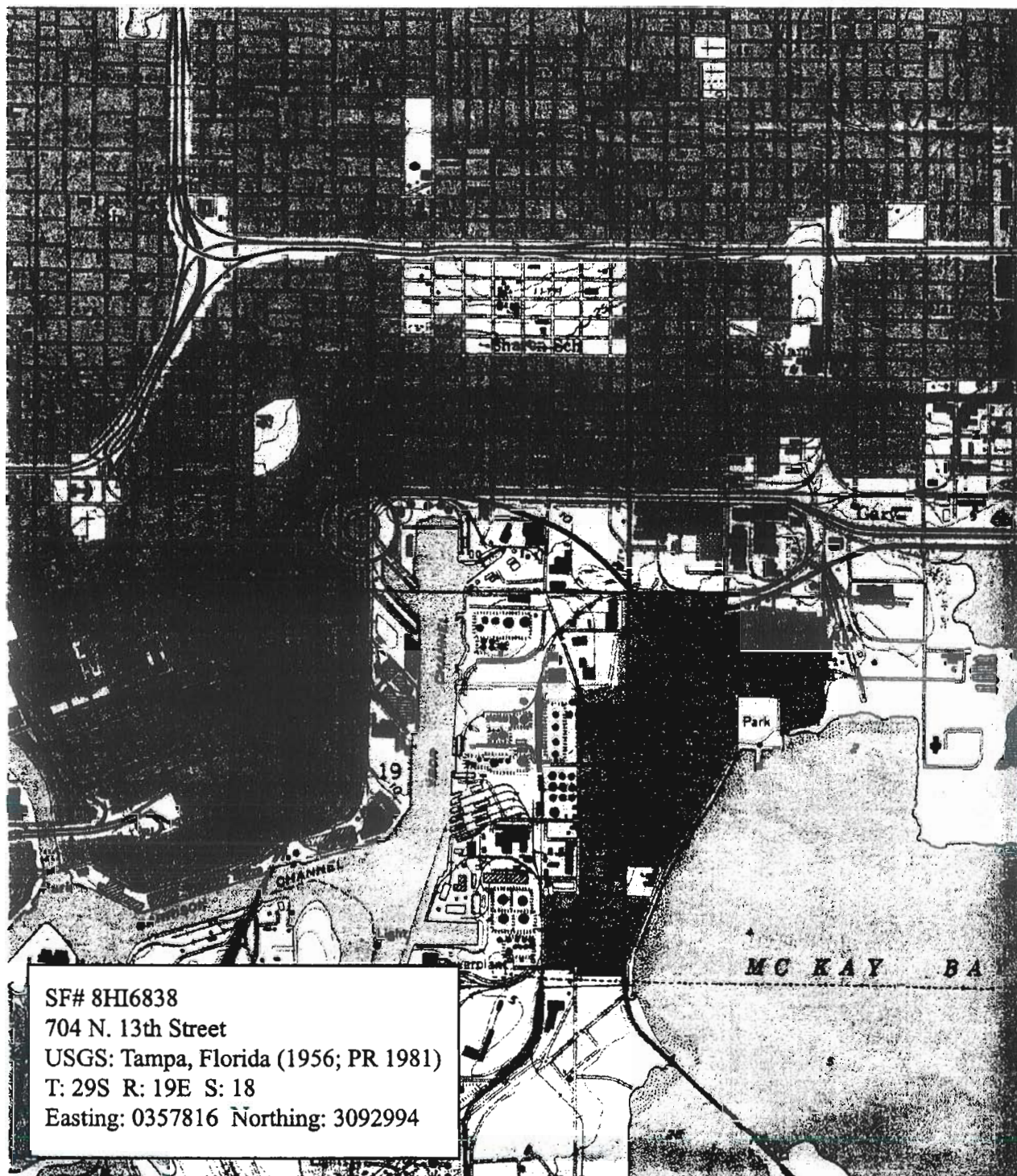
Recorder Name Christine Farris, Amy Groover, Brian KoepnickRecorder Affiliation JANUS RESEARCH, 2935 First Avenue North, St. Petersburg, Florida 33713 Telephone 727-821-7600

- REQUIRED:**
1. USGS 7.5' MAP WITH STRUCTURES PINPOINTED IN RED
 2. LARGE SCALE STREET OR PLAT MAP
 3. PHOTO OF MAIN FACADE, PREFERABLY B&W, AT LEAST 3x5



SKETCH





SF# 8HI6838
704 N. 13th Street
USGS: Tampa, Florida (1956; PR 1981)
T: 29S R: 19E S: 18
Easting: 0357816 Northing: 3092994





6838

8HI6838

704 N. 13th Street

Tampa

CRAS of Lee Roy Selmon Crosstown Expressway
Capacity Improvement Project

Christine Farris, photographer 5/2000

Janus Research, St. Petersburg, Florida

Roll 2012-4, Exp. 12, facing SW

HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Site # 8HI6839Original Recorder # 047Update

Consult Guide To Historical Structure Forms for detailed instructions

Recorder Date 5/2000Site Name 1318 Channelside Drive Other Names NoneProject Name CRAS of Lee Roy Selmon Crosstown Expressway Capacity Improvement Project6034Historic Contexts WWII & Aftermath National Register Category Building

LOCATION and IDENTIFICATION

Address 1318 Channelside DriveVicinity of West side of Channelside Drive, south of Crosstown ExpresswayCity TampaCounty HillsboroughOwnership PrivateSubdivision Unknown

Block # _____

Lot # _____

MAPPING

USGS Map Tampa, FL 1956 PR 1981Township 29SRange 19ESection 18Quarter SW

Qtr Qtr _____

SEIrregular Section UTM Zone 17Easting 0357818

Northing _____

3093026Land Grant Unknown

Latitude _____

Longitude _____

Plat or Other Map _____

Architect/Builder UnknownConstruction Date 1943Circa Alterations Date c.1980Type/Location openings enclosed on addition; windows added to additionAdditions Date c.1955Type/Location E: flat-roofed concrete addition; W: shed-roofed metal additionMoved Original Location _____Original Use(s) IndustrialPresent Use(s) IndustrialStyle Industrial VernacularExterior Plan RectangularInterior Plan UnknownStories 1Structural System Concrete Block, Sheet MetalExterior Fabric Concrete Block, Corrugated Sheet MetalFoundation SlabFoundation Materials ConcreteFoundation Infill N/ANo. of Porches 2 Locations/Features N: two separate shed-roofed metal porchesDormers Number/Location _____Outbdgs. Number _____ Nature/Location (Describe below) _____Roof Type Flat, ArchedRoofing Materials Corrugated Sheet Metal, Built-upSecondary Structures Comments/Location _____Chimneys Number _____

Orientation _____

Location _____

Material _____

Wood Windows Type _____

Light # _____

Metal Windows Type SHS, JalousieLight # 6/6

Exterior Ornament _____

Condition FairSurroundings Commercial, Industrial

Narrative (general, interior, landscape, context; 3 lines only)

This industrial building has a nonhistoric front addition, which has a flat roof. A historic corrugated sheet metal Quonset hut is located to the rear. The Quonset hut has two separate shed-roofed porches extending north.

Archaeological Remains Present None Observed FMSF Archaeological Site Form Completed (if yes, attach)

HISTORICAL STRUCTURE FORM

Site # 8HI6839

Consult Guide To Historical Structure Forms for detailed instructions

RECORDER'S EVALUATION OF SITE

Eligible for National Register? Yes No Likely, Need Information Insufficient Information
 Significant as Part of District? Yes No Likely, Need Information Insufficient Information
 Significant at Local Level? Yes No Likely, Need Information Insufficient Information

Areas of Significance

Community Planning And Development

Summary of Significance

This building consists of a nonhistoric concrete block building and historic Quonset hut. It exhibits modifications and additions that compromise its physical integrity. Consequently, it is considered ineligible for listing in the NRHP individually or as a part of a district.

DHR USE ONLY	OFFICIAL EVALUATIONS	DHR USE ONLY
DATE LISTED ON NATIONAL REGISTER	DATE _____	
KEEPER DETERMINATION OF ELIGIBILITY	DATE _____ YES <input type="checkbox"/>	NO <input type="checkbox"/>
SHPO EVALUATION OF ELIGIBILITY	DATE <u>7/27</u> YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
LOCAL DETERMINATION OF ELIGIBILITY	DATE _____ YES <input type="checkbox"/>	NO <input type="checkbox"/>
LOCAL OFFICE _____		

DOCUMENTATION

Research Methods Past sites search at FMSF

Bibliographic References _____

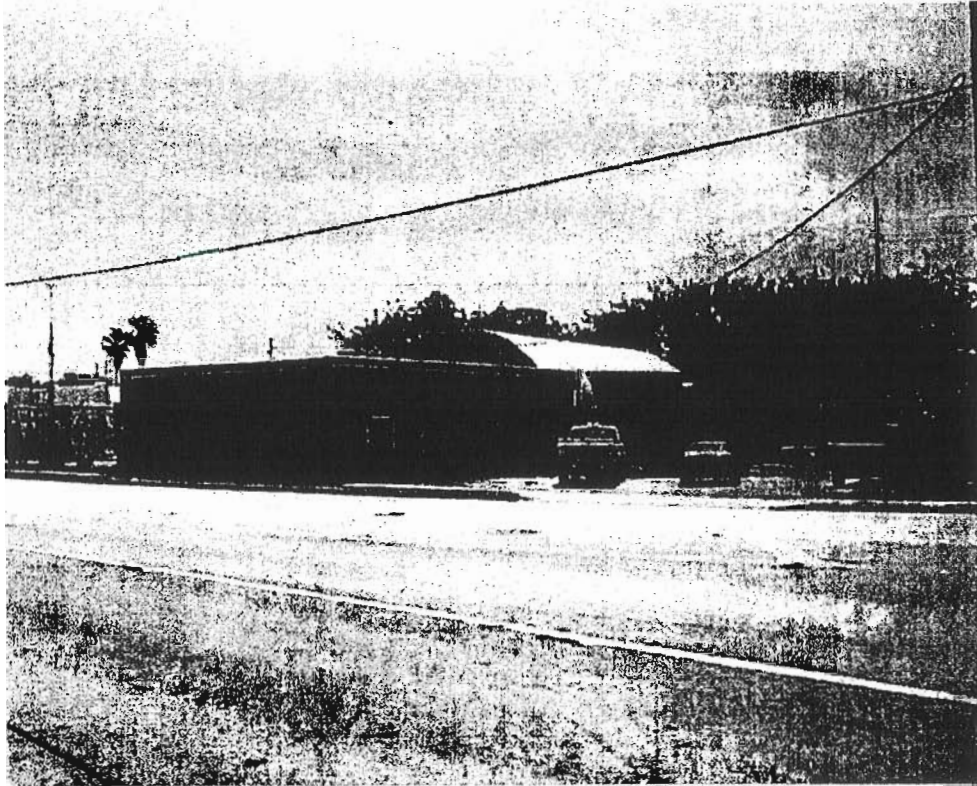
Location of Negatives Janus ResearchNegative Numbers Roll 2012-4, Exp. 9, facing SW

RECORDER INFORMATION

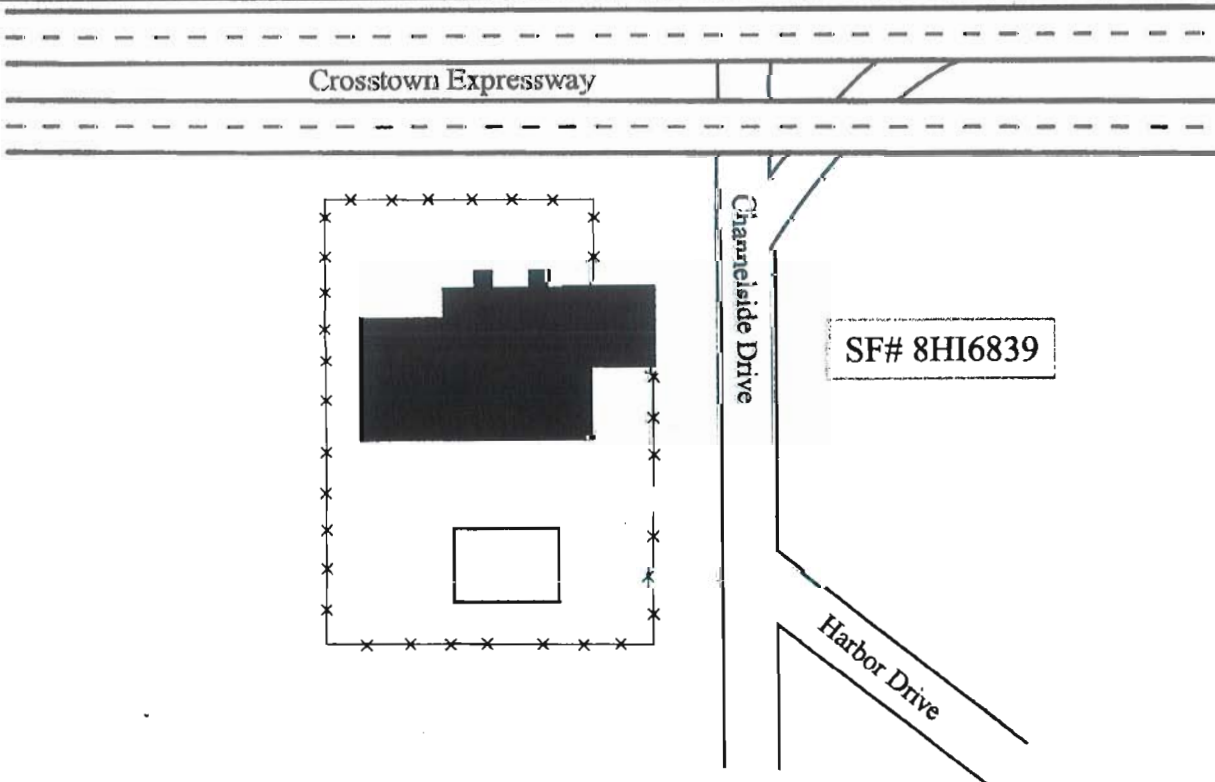
Recorder Name Christine Farris, Amy Groover, Brian KoepnickRecorder Affiliation JANUS RESEARCH, 2935 First Avenue North, St. Petersburg, Florida 33713 Telephone 727-821-7600

- REQUIRED:**
1. USGS 7.5' MAP WITH STRUCTURES PINPOINTED IN RED
 2. LARGE SCALE STREET OR PLAT MAP
 3. PHOTO OF MAIN FACADE, PREFERABLY B&W, AT LEAST 3x5

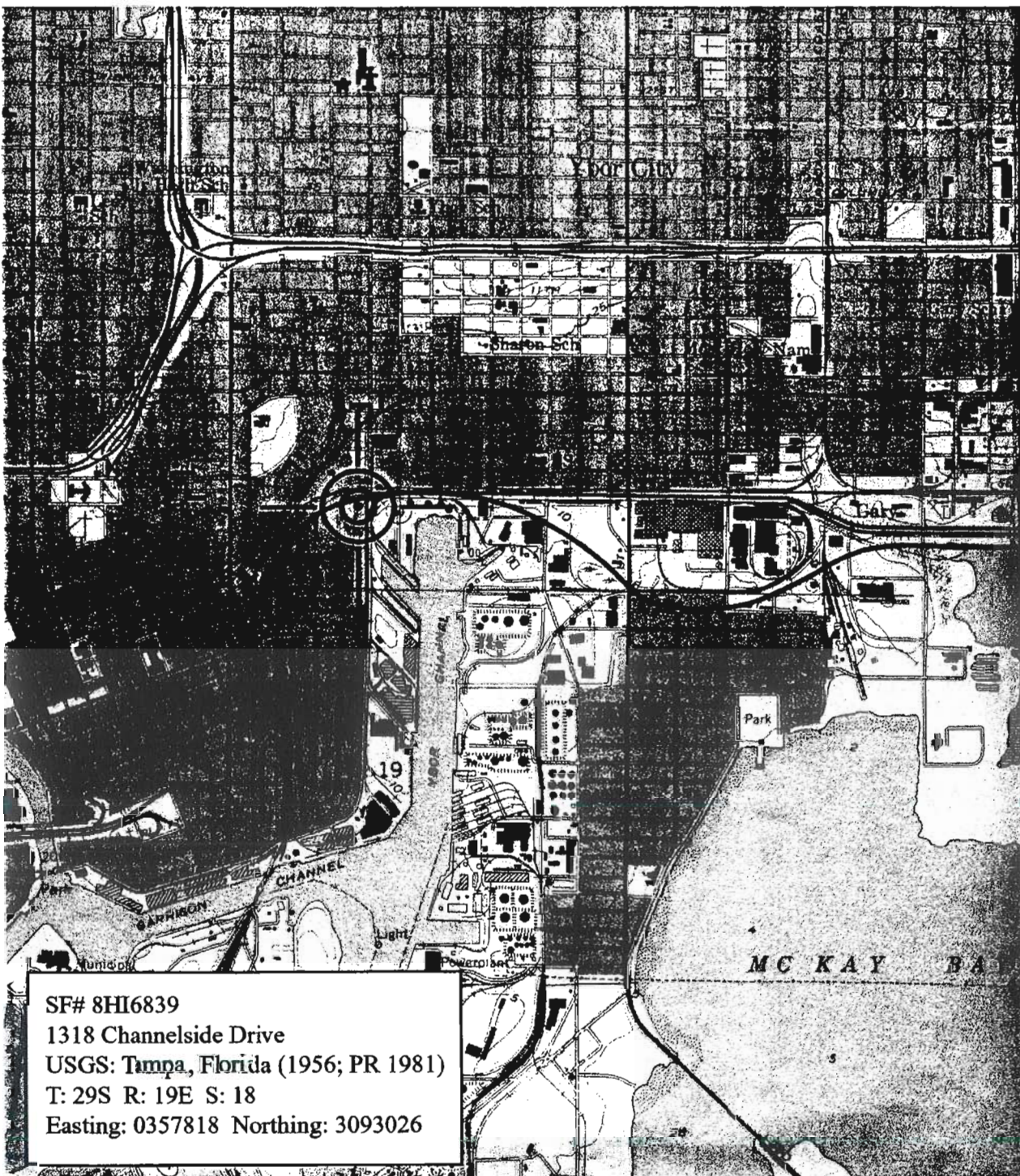
3.5 x 5 PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



SF# 8HI6839
1318 Channelside Drive
USGS: Tampa, Florida (1956; PR 1981)
T: 29S R: 19E S: 18
Easting: 0357818 Northing: 3093026





0439

8HI6839

1318 Channelside Drive

Tampa

CRAS of Lee Roy Selmon Crosstown Expressway
Capacity Improvement Project

Christine Farris, photographer 5/2000

Janus Research, St. Petersburg, Florida

Roll 2012-4, Exp. 9, facing SW

HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE

Site # 8H16840

Original

FLORIDA MASTER SITE FILE

Recorder # 044

Update

Consult Guide To Historical Structure Forms for detailed instructions

Recorder Date 5/2000

Site Name 1405-1411 E. 2nd Avenue Other Names City of Tampa Police/World Share Tampa Bay

Project Name CRAS of Lee Roy Selmon Crosstown Expressway Capacity Improvement Project 6034

Historic Contexts WWII & Aftermath National Register Category Building

LOCATION and IDENTIFICATION

Address 1405-1411 E. 2nd Avenue

Vicinity of South side of E. 2nd Avenue between N. 15th Street and Republica de Cuba

City Tampa County Hillsborough

Ownership Private Subdivision Unknown Block # Lot #

MAP INFORMATION

USGS Map Tampa, FL 1956 PR 1981 Township 29S Range 19E Section 18

Quarter SE Qtr Qtr NE Irregular Section UTM Zone 17

Easting 0358008 Northing 3093252 Land Grant Unknown

Latitude Longitude Plat or Other Map

ARCHITECTURE

Architect/Builder Unknown Construction Date 1948 Circa

Alterations Date c.1980 Type/Location openings enclosed; windows replaced

Additions Date c.1980 Type/Location S: large flat roofed addition; shed-roofed extension on front facade out to street with 5-V sheet metal and brick veneer

Moved Original Location

Original Use(s) Commercial/Civic Present Use(s) Commercial/Civic

EXTERIOR

Style Masonry Vernacular Exterior Plan Irregular Interior Plan Unknown Stories 3

Structural System Concrete Block Exterior Fabric Concrete Block

Foundation Continuous Foundation Materials Concrete Foundation Infill N/A

No. of Porches 0 Locations/Features

Dormers Number/Location

Outbdgs. Number Nature/Location (Describe below)

Roof Type Front-Gable, Flat Roofing Materials Unknown

Secondary Structures Comments/Location

Chimneys Number Orientation Location Material

Wood Windows Type Light #

Metal Windows Type Awning Light # 2

Exterior Ornament Concrete Overhang, Plain Pilasters

Condition Fair Surroundings Commercial, Industrial

Narrative (general, interior, landscape, context; 3 lines only)

This building has a large three-story front-gabled historic addition appended to the west elevation. There are large loading bays on the west elevation. Two large nonhistoric flat-roofed additions have been attached to the southern end of this complex. A shed-roofed extension appended to the north elevation extends to the street.

Archaeological Remains Present None Observed FMSF Archaeological Site Form Completed (if yes, attach)

HISTORICAL STRUCTURE FORM

Site # 8H16840

Consult Guide To Historical Structure Forms for detailed instructions

RECORDER'S EVALUATION OF SITE

Eligible for National Register?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Likely, Need Information <input type="checkbox"/>	Insufficient Information <input type="checkbox"/>
Significant as Part of District?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Likely, Need Information <input type="checkbox"/>	Insufficient Information <input type="checkbox"/>
Significant at Local Level?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Likely, Need Information <input type="checkbox"/>	Insufficient Information <input type="checkbox"/>

Areas of Significance

Community Planning And Development

Summary of Significance

Several additions have been appended to this late-1940s commercial building. Subsequently, the building has been engulfed by the four additions and its physical integrity has been compromised. For these reasons, this building is considered ineligible for listing in the NHRP individually or as a part of a district.

DHR USE ONLY	OFFICIAL EVALUATIONS	DHR USE ONLY
DATE LISTED ON NATIONAL REGISTER	DATE _____	
KEEPER DETERMINATION OF ELIGIBILITY	DATE _____ YES <input type="checkbox"/>	NO <input type="checkbox"/>
SHPO EVALUATION OF ELIGIBILITY	DATE <u>9/23</u> YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
LOCAL DETERMINATION OF ELIGIBILITY	DATE _____ YES <input type="checkbox"/>	NO <input type="checkbox"/>
LOCAL OFFICE _____		

DOCUMENTATION

Research Methods Past sites search at FMSF

Bibliographic References _____

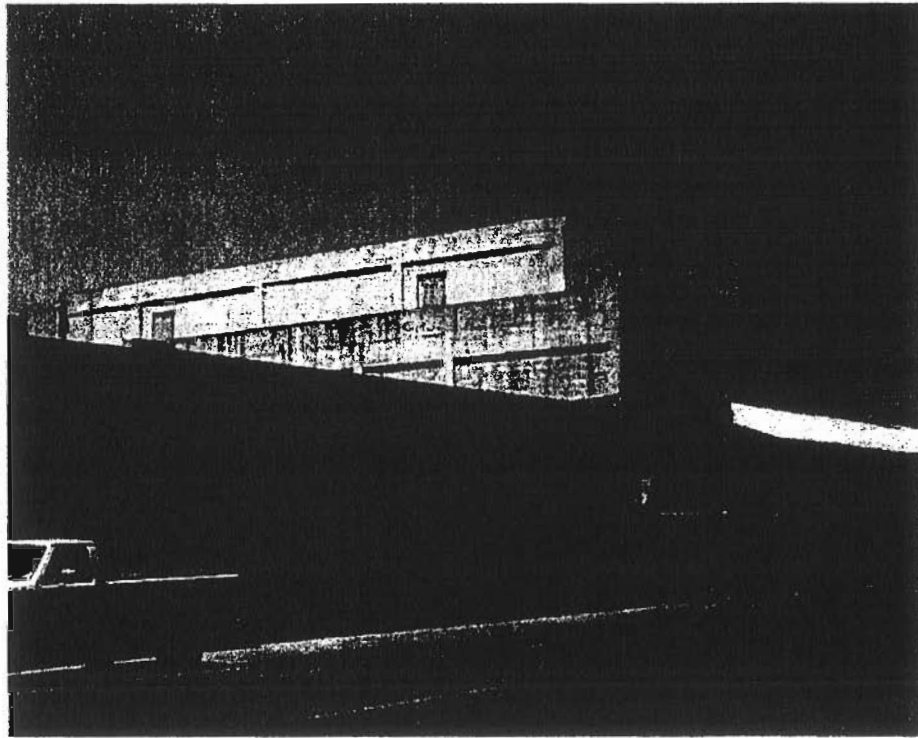
Location of Negatives Janus ResearchNegative Numbers Roll 2012-3, Exp. 36, facing SW

RECORDER INFORMATION

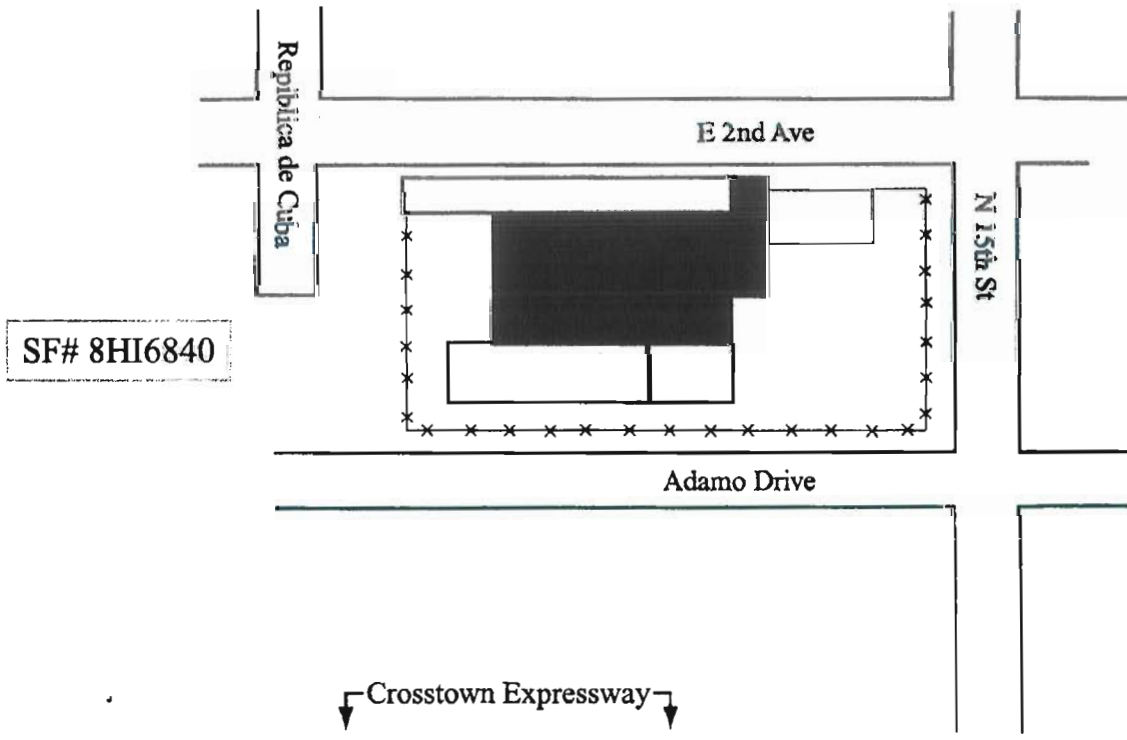
Recorder Name Christine Farris, Amy Groover, Brian KoepnickRecorder Affiliation JANUS RESEARCH, 2935 First Avenue North, St. Petersburg, Florida 33713 Telephone 727-821-7600

- REQUIRED:
1. USGS 7.5' MAP WITH STRUCTURES PINPOINTED IN RED
 2. LARGE SCALE STREET OR PLAT MAP
 3. PHOTO OF MAIN FACADE, PREFERABLY B&W, AT LEAST 3x5

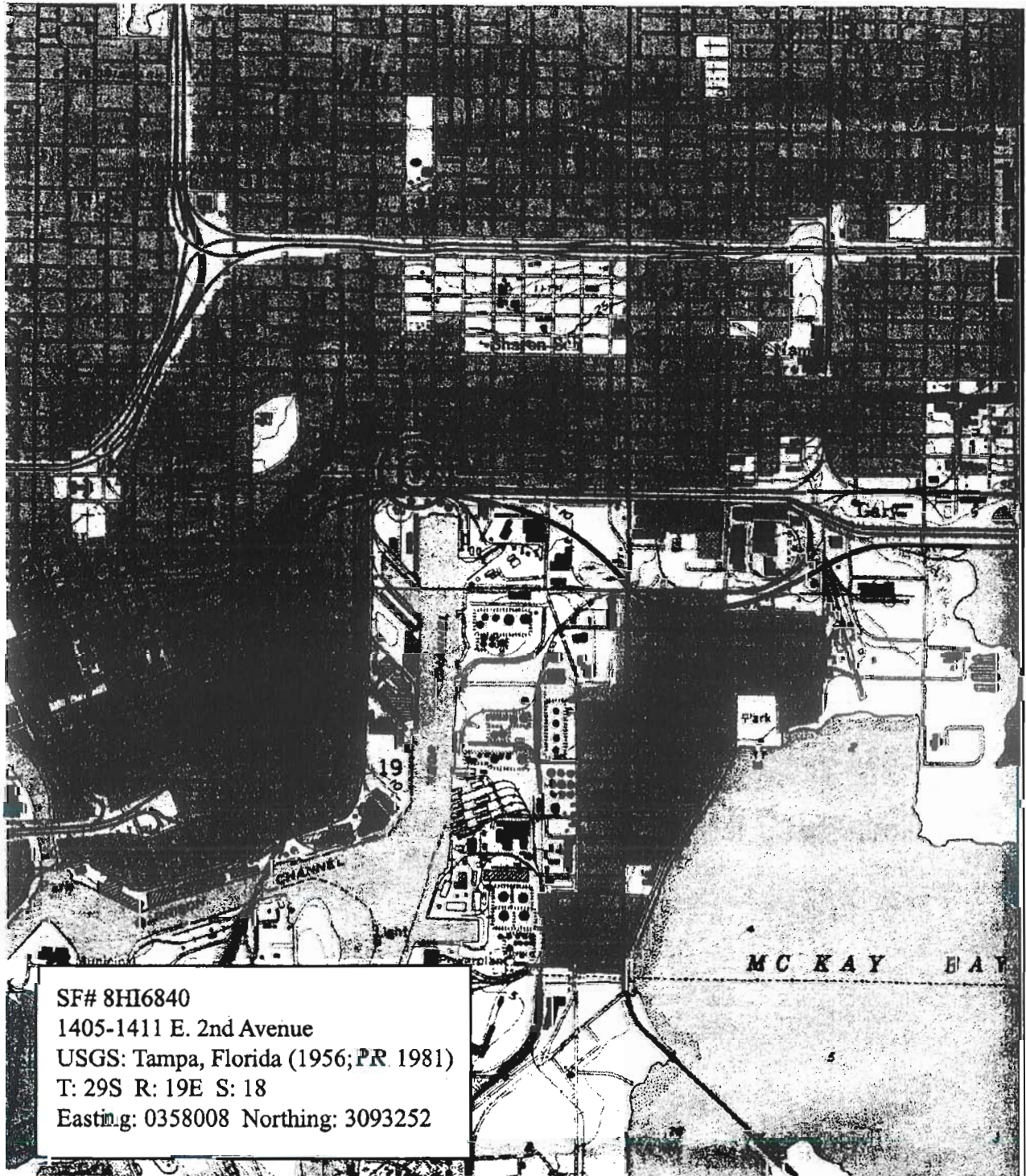
3 1/2 x 5 PHOTOGRAPH



1/25/77

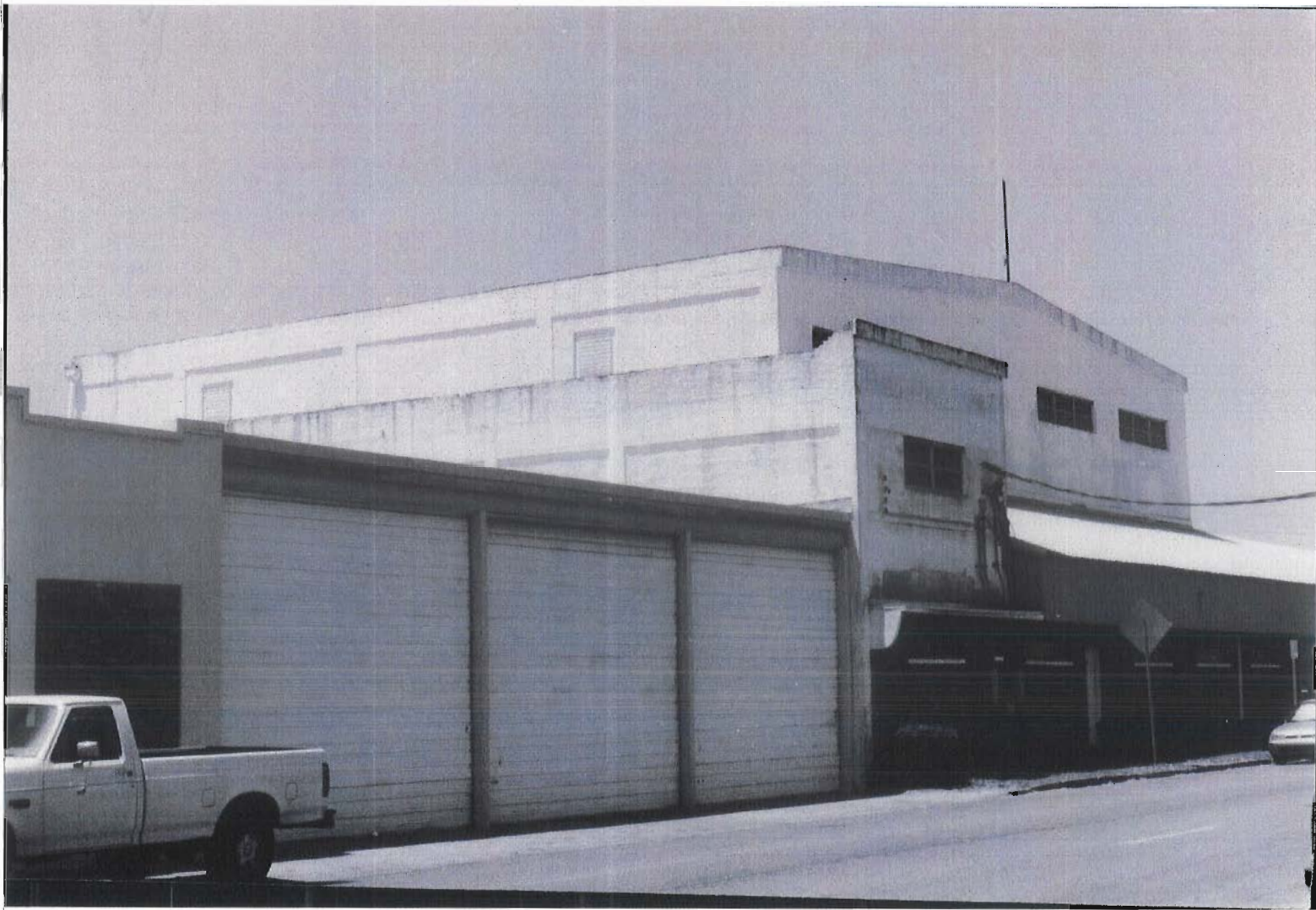


USGS QUADRANGLE MAP



0 .5 Miles





6840

8HI6840
1405-1411 E. 2nd Avenue
Tampa
CRAS of Lee Roy Selmon Crosstown Expressway
Capacity Improvement Project
Christine Farris, photographer 5/2000
Janus Research, St. Petersburg, Florida
Roll 2012-3, Exp. 36, facing SW

HISTORICAL STRUCTURE FORM

FLORIDA MASTER SITE FILE

Site # 8HI6841Original

FLORIDA MASTER SITE FILE

Recorder # 043Update

Consult Guide To Historical Structure Forms for detailed instructions

Recorder Date 5/2000Site Name 1807 E. 2nd Avenue Other Names Fabricated Products WeldingProject Name CRAS of Lee Roy Selmon Crosstown Expressway Capacity Improvement Project6034Historic Contexts WWII & AftermathNational Register Category Structure

LOCATION and IDENTIFICATION

Address 1807 E. 2nd AvenueVicinity of South side of E. 2nd Avenue between N. 18th and N. 19th StreetsCity TampaCounty HillsboroughOwnership PrivateSubdivision Unknown

Block # _____

Lot # _____

USGS Map Tampa, FL 1956 PR 1981Township 29SRange 19ESection 18Quarter SE

Qtr Qtr _____

NEIrregular Section UTM Zone 17Easting 0358463

Northing _____

3093241Land Grant Unknown

Latitude _____

Longitude _____

Plat or Other Map _____

Architect/Builder UnknownConstruction Date 1945Circa Alterations Date c.1980Type/Location W: large loading bay covered with corrugated metalAdditions Date c.1980Type/Location E: non-historic concrete block hyphenMoved Original Location _____Original Use(s) WarehousePresent Use(s) WarehouseStyle Industrial VernacularExterior Plan RectangularInterior Plan UnknownStories 1Structural System Concrete BlockExterior Fabric Concrete Block, Metal in gable endsFoundation ContinuousFoundation Materials ConcreteFoundation Infill N/ANo. of Porches 1 Locations/Features N: flat-roofed/ metal loading dock coverDormers Number/Location _____Outbdgs. Number _____ Nature/Location (Describe below) _____Roof Type Front-GableRoofing Materials 5-V Sheet MetalSecondary Structures Comments/Location _____Chimneys Number _____

Orientation _____

Location _____

Material _____

Wood Windows Type _____

Light # _____

Metal Windows Type _____

Light # _____

Exterior Ornament Concrete ButtressesCondition FairSurroundings Commercial, Industrial

Narrative (general, interior, landscape, context; 3 lines only)

The north elevation of this commercial structure features a large flat-roofed metal porch, which extends from the building to cover the loading dock. Loading bays on the west and south elevations have been enclosed with sheet metal. Plain concrete block pilasters are featured along the east and west elevations. A small brick and concrete hyphen connects this structure to a nonhistoric building to the east.

Archaeological Remains Present None Observed FMSF Archaeological Site Form Completed (if yes, attach)

HISTORICAL STRUCTURE FORM

Consult Guide To Historical Structure Forms for detailed instructions

RECORDER'S EVALUATION OF SITE

Eligible for National Register?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Likely, Need Information <input type="checkbox"/>	Insufficient Information <input type="checkbox"/>
Significant as Part of District?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Likely, Need Information <input type="checkbox"/>	Insufficient Information <input type="checkbox"/>
Significant at Local Level?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Likely, Need Information <input type="checkbox"/>	Insufficient Information <input type="checkbox"/>

Areas of Significance

Community Planning And Development

Summary of Significance

This structure features an interesting poured concrete block structural system. The original loading bays have been enclosed and the roof has been resurfaced. This building exhibits a common design, remains in fair condition, and lacks known historical associations with important persons or events. For these reasons, it is considered ineligible for listing in the NRHP individually or as a part of a district.

DHR USE ONLY	OFFICIAL EVALUATIONS	DHR USE ONLY
DATE LISTED ON NATIONAL REGISTER	DATE _____	
KEEPER DETERMINATION OF ELIGIBILITY	DATE _____	YES <input type="checkbox"/> NO <input type="checkbox"/>
SHPO EVALUATION OF ELIGIBILITY	DATE <u>1/24</u>	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
LOCAL DETERMINATION OF ELIGIBILITY	DATE _____	YES <input type="checkbox"/> NO <input type="checkbox"/>
LOCAL OFFICE _____		

DOCUMENTATION

Research Methods Past sites search at FMSF

Bibliographic References _____

Location of Negatives Janus Research Negative Numbers: Roll 2012-3, Exp. 29, facing NE

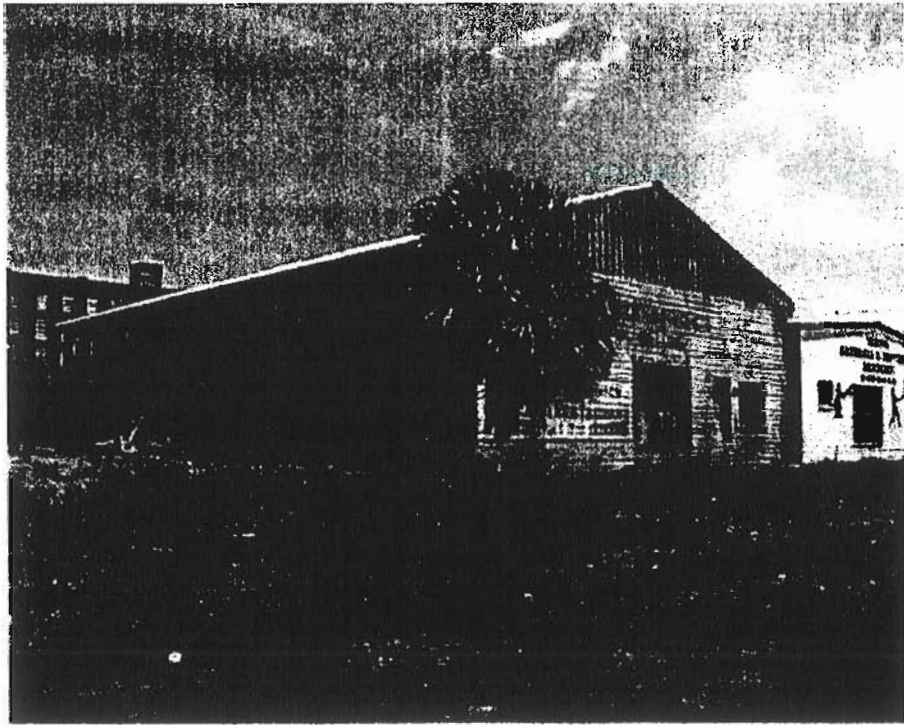
RECORDER INFORMATION

Recorder Name Christine Farris, Amy Groover, Brian Koepnick

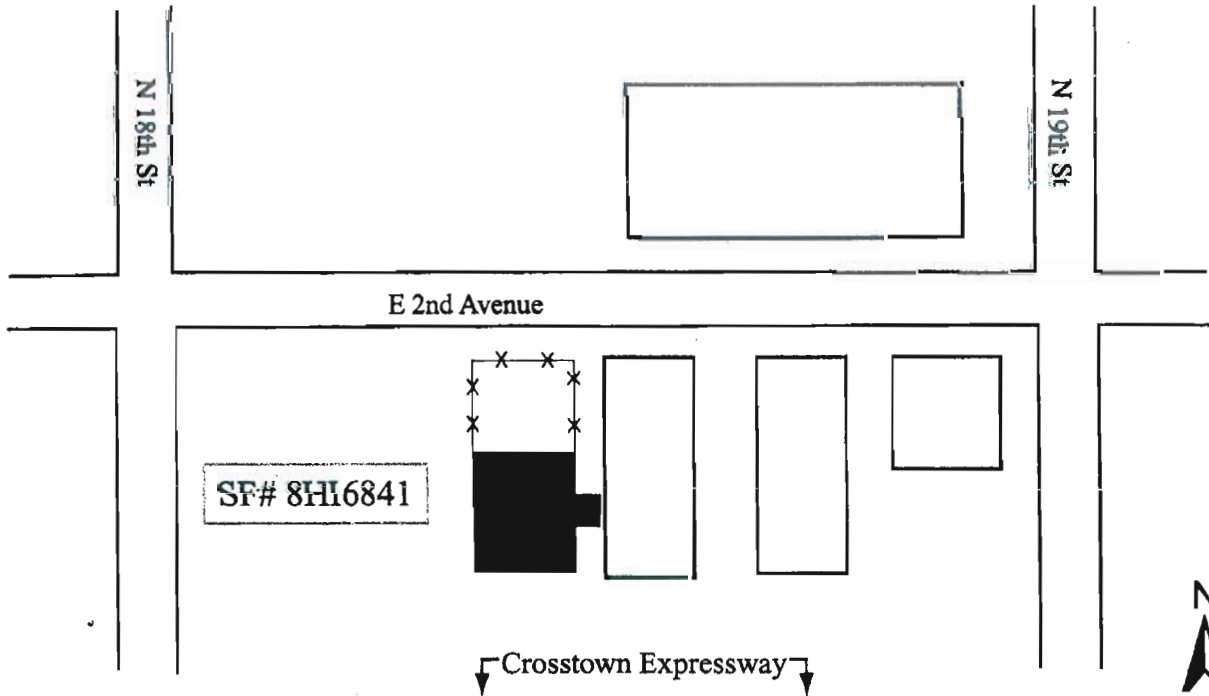
Recorder Affiliation JANUS RESEARCH, 2935 First Avenue North, St. Petersburg, Florida 33713 Telephone 727-821-7600

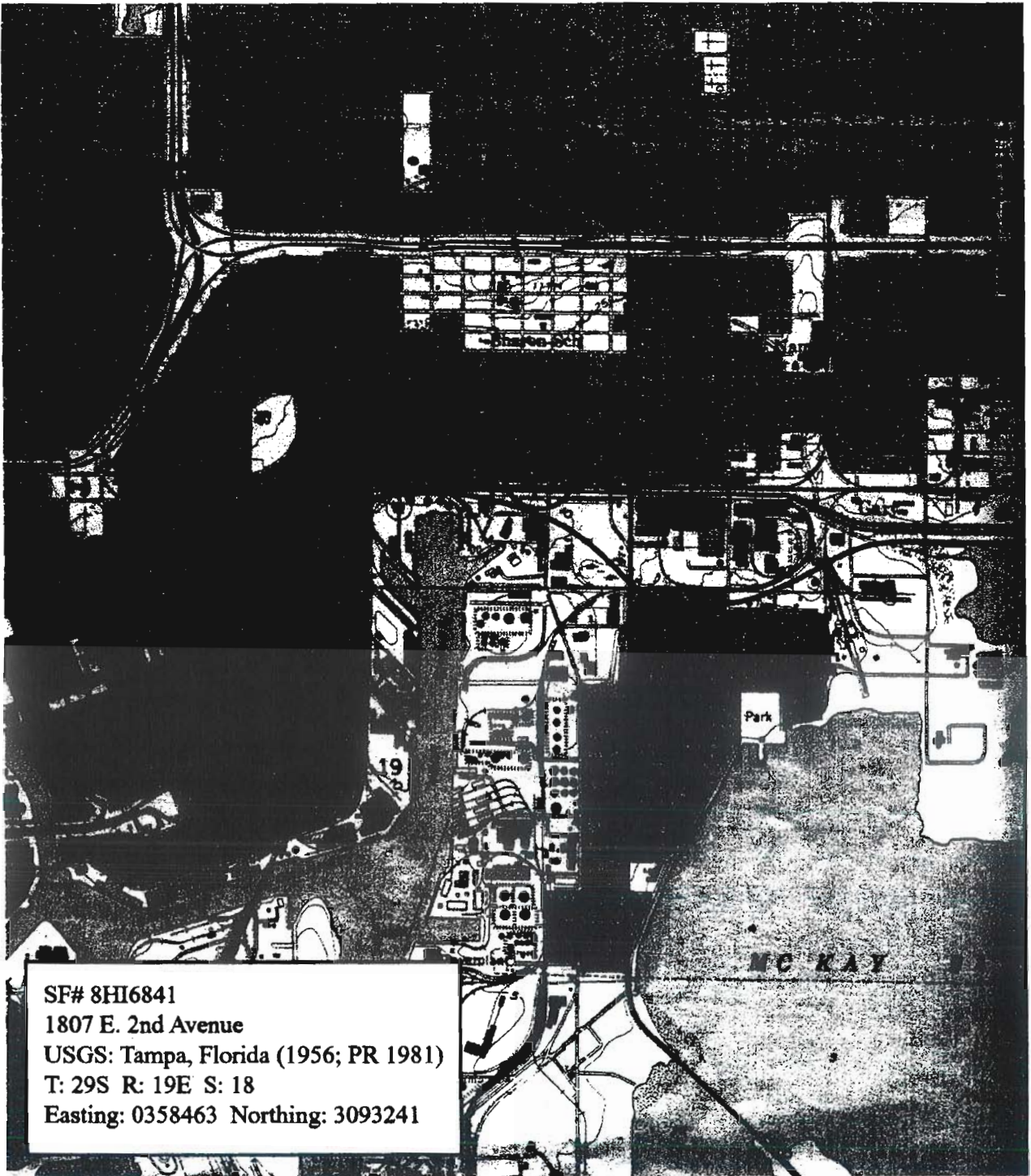
- REQUIRED:**
1. USGS 7.5' MAP WITH STRUCTURES PINPOINTED IN RED
 2. LARGE SCALE STREET OR PLAT MAP
 3. PHOTO OF MAIN FACADE, PREFERABLY B&W, AT LEAST 3x6

3.5 x 5 PHOTOGRAPH



SUBMITTER





SF# 8HI6841
1807 E. 2nd Avenue
USGS: Tampa, Florida (1956; PR 1981)
T: 29S R: 19E S: 18
Easting: 0358463 Northing: 3093241

0 .5 Miles



6841

8HI6841

1807 E. 2nd Avenue

Tampa

CRAS of Lee Roy Selmon Crosstown Expressway
Capacity Improvement Project

Christine Farris, photographer 5/2000

Janus Research, St. Petersburg, Florida

Roll 2012-3, Exp. 29, facing NE



RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
 Version 4.0 1/07

Site #8 HI11335
 Recorder# _____
 Field Date 6 / 10 / 08
 Form Date 6 / 20 / 08

Original
 Update

NOTE: Use this form to document districts, landscapes and building complexes as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSS).** National Register MPSS are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

Historic district (NR category "district"): buildings and NR structures only; NO archaeological sites

Archaeological district (NR category "district"): archaeological sites only; NO buildings or NR structures

Mixed district (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)

FMSF building complex (NR category usually "building(s)"): multiple buildings in close spatial and functional association

Designed historic landscape (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)

Rural historic landscape (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)

Linear resource (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Seaboard Railway-Keysville Junction to Edison Junction Multiple Listing [DHR only] _____
 Project Name CRAS Meadow Pond Acres, Phase I FMSF Survey # 15469
 National Register Category (please check one): building(s) structure district site object
 Linear Resource Type (if applicable): canal railway road other (describe): _____
 Ownership: private-profit private-nonprofit private-individual private-nonspecific city county state federal Native American foreign unknown

LOCATION & MAPPING

Address (if applicable, include N,S,E,W; #; St., Ave., etc.) NA
 City/Town (within 3 miles) Keysville In Current City Limits? yes no unknown
 County or Counties (do not abbreviate) Hillsborough
 Name of Public Tract (e.g., park) NA
 1) Township 30 S Range 22 E Section 14 ¼ section: NW SW SE NE irregular-name: _____
 2) Township _____ Range _____ Section 15 ¼ section: NW SW SE NE irregular-name: _____
 3) Township _____ Range _____ Section 22 ¼ section: NW SW SE NE irregular-name: _____
 4) Township _____ Range _____ Section _____ ¼ section: NW SW SE NE irregular-name: _____
 USGS 7.5' Map Name(s) & Date(s) (boundaries must be plotted on attached photocopy of map; label with map name and publication date)
Keysville, Fla. 1955, PR 1987
 Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant _____
 Verbal Description of Boundaries (description does not replace required map) The segment of HI11335 recorded south of the Meadow Pond Acres project area measures approximately 557 m long. However, the total resource may extend from the junction in Keysville (immediately west of the recorded segment) to Edison Junction (east of the segment); a distance of +/- 3 km.

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date ____/____/____	SHPO - Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input checked="" type="checkbox"/> insufficient info	Date <u>8 / 7 / 08</u> Init. <u>AMW</u>
<input type="checkbox"/> Owner Objection	KEEPER - Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no	Date _____
	NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2)	

HISTORY & DESCRIPTION

Construction date: Exactly _____ (year) Approximately 1910 (year) Earlier than _____ (year) Later than _____ (year)

Architect/Designer (last name first): _____ Builder (last name first): _____

Total number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing _____

Time period(s) of significance (for prehistoric districts, use archaeological phase name and approximate dates; for historical districts, use date range(s), e.g. 1895-1925)

Progressive Era & End of WWI (1904-20); Florida Land Boom (1921-28); Depression (1929-41)

Narrative Description (National Register Bulletin 16A pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) The rail was most likely constructed ca. 1910 by the Seaboard Air Line. Multiple rails (at least two) lead to two junctions (one east and one west). Probably most importantly, 8HI11335 was part of a system that provided early access to various industrial facilities (such as phosphate). The line is still in use, and has been altered by modern maintenance.

RESEARCH METHODS (check all that apply)

- | | | | |
|--|---|---|---|
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys) | <input type="checkbox"/> library research | <input type="checkbox"/> building permits | <input type="checkbox"/> Sanborn maps |
| <input type="checkbox"/> FL State Archives/photo collection | <input type="checkbox"/> city directory | <input type="checkbox"/> occupant/owner interview | <input type="checkbox"/> plat maps |
| <input type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> newspaper files | <input type="checkbox"/> neighbor interview | <input checked="" type="checkbox"/> Public Lands Survey (DEP) |
| <input checked="" type="checkbox"/> cultural resource survey | <input type="checkbox"/> historic photos | <input type="checkbox"/> interior inspection | <input type="checkbox"/> HABS/HAER record search |
| <input checked="" type="checkbox"/> other methods (specify) <u>historic maps and aerials</u> | | | |

Bibliographic References (use Continuation Sheet, give FMSF Manuscript # if relevant)

Seaboard Air Line Railway (Prince 1966); A Short History of Florida Railroads (Turner 2003); Guide to Historic Architectural Resources & Hist. Pres. in Uninc. Hillborough County (Ferrell et al. 2004); #5409 (HCP&GM 1998)

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? yes no insufficient information

Potentially eligible as contributor to a National Register district? yes no insufficient information

Explanation of Evaluation (required, see National Register Bulletin 16A p. 48-49. Attach longer statement, if needed, on separate sheet.)

The railroad was important to the development of Hillsborough County as part of a greater system of rails. This segment of railway is still in use, and has been modified by modern maintenance. However, based on background research and field investigation, there is insufficient information to assess NRHP-eligibility.

Area(s) of Historical Significance (see National Register Bulletin 15, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.) transportation

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents that are permanently accessible: For each separately maintained collection, describe (1) document type(s), (2) maintaining organization, (3) file or accession nos., and (4) descriptive information.

Field notes and photographs; Archaeological Consultants, Inc., Sarasota; file #P08053

RECORDER INFORMATION

Recorder Name Nelson Rodriguez and Katherine Baar

Recorder Contact Information (Address / Phone / Fax / Email) 8110 Blaikie Court, Suite A, Sarasota, Florida 34240/

phone: 941-379-6206/ fax: 941-379-6216/ ACIFlorida@comcast.net

Recorder Affiliation Archaeological Consultants, Inc., Sarasota

Required Attachments

- ① PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
- ② LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
- ③ TABULATION OF ALL INCLUDED RESOURCES (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)
- ④ PHOTOS OF GENERAL STREETScape OR VIEWS (Optional: aerial photos, views of typical resources)
Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

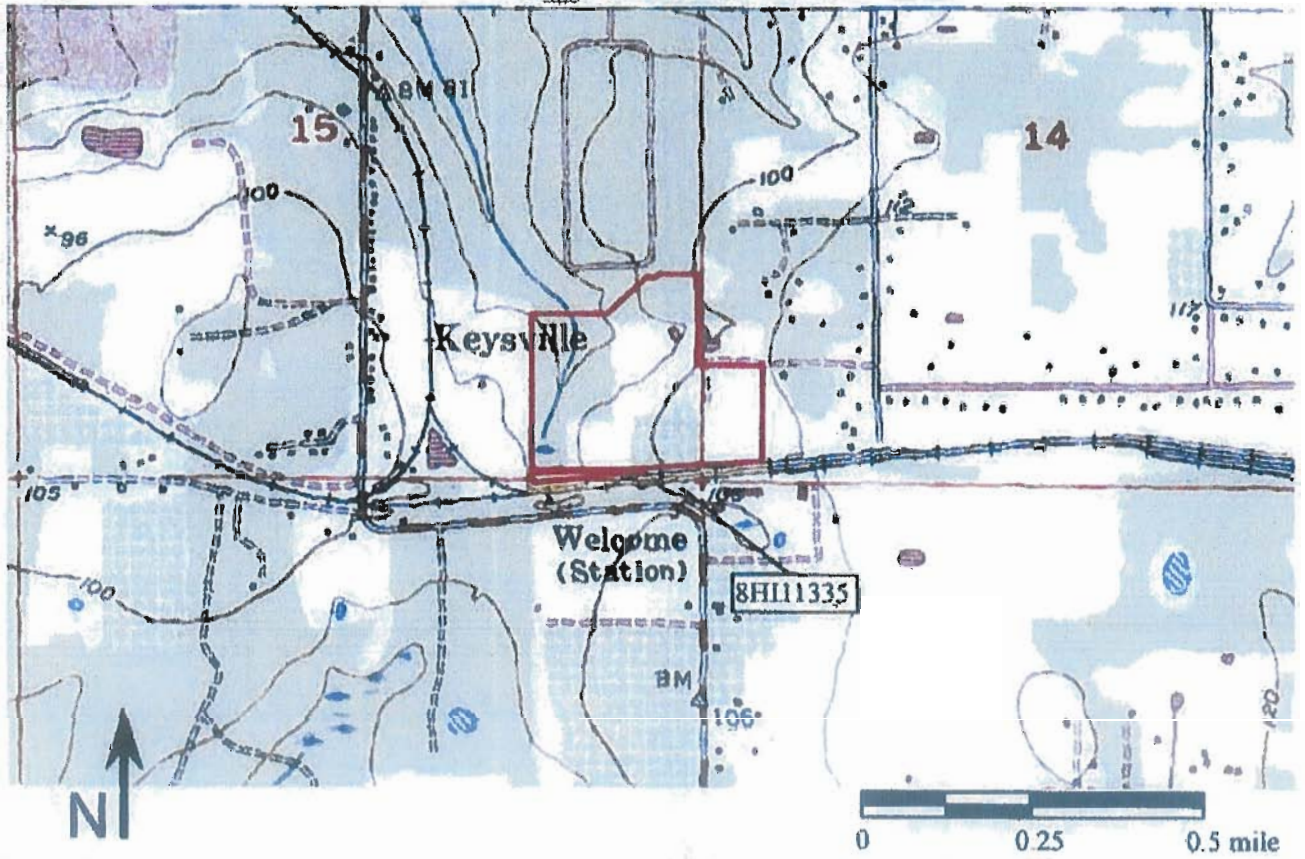


RESOURCE GROUP FORM

Site: #8, HI1335

USGS MAP

Township 30 South, Range 22 East, Sections 14, 15 and 22
Keyville, Fla. 1955, PR 1987



ARCHAEOLOGICAL CONSULTANTS INCORPORATED



RESOURCE GROUP FORM

Site #8, HI1335

GOOGLE EARTH 2008 MAP

Nichols, Florida



ARCHAEOLOGICAL CONSULTANTS INCORPORATED



APPENDIX C:
SHPO Correspondence and Concurrence

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



FLORIDA DEPARTMENT OF STATE

Katherine Harris
Secretary of State

DIVISION OF HISTORICAL RESOURCES

MEMBER OF THE FLORIDA CA
State Board of Edu
Trustees of the Internal Improvement Trust
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

6034

Ms. Amy Groover Streelman
Janus Research
2935 1st Avenue North
St. Petersburg, Florida 33713

September 27, 2000

RE: DHR Project File No. 2000-06715
*Cultural Resource Assessment Survey of the Lee Roy Selmon Crosstown Expressway
Capacity Improvement Project, Hillsborough County, Florida*

Dear Ms. Streelman:

In accordance with the provisions contained in Chapter 267.061, *Florida Statutes*, we have reviewed the results of the field survey of the referenced project performed and find them to be complete and sufficient.

We note that the survey identified fifty-seven historic buildings and two historic districts (*Ybor City National Historic Landmark District* and the *Palmetto Beach/22nd Street Historic District*) within the Area of Potential Effect (APE) for the above project. Of the fifty-seven properties identified, forty-eight properties were newly recorded and nine were previously recorded. Potentially eligible properties within the APE included the Palmetto Beach/22nd Street Historic District Extension (8HI6880) and its twenty-two contributing resources along with the Elliot Crane Company building (8HI5610). Also identified were the previously recorded Ybor City National Historic Landmark District (8HI6727) along with a contributing resource, the Autokraft Box Company/Tampa Box Company building (8HI3457) and the National Register listed Tampa Union Railroad Station (8HI298). The remaining properties surveyed were determined to be ineligible for listing in the National Register. We concur with the surveyor's determinations except for the Dairy Barn (8HI6879). This historic property could potentially be eligible for listing in the National Register due to its historical associations with the local community.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, at 850-487-2333 or 800-847-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Janet Snyder Matthews, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer

JSM/Ese

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • <http://www.flheritage.com>

- Director's Office (850) 488-1480 • FAX: 488-3355
- Archaeological Research (850) 487-2299 • FAX: 414-2277
- Historic Preservation (850) 487-2333 • FAX: 922-0496
- Historical Museums (850) 488-1484 • FAX: 921-2503
- Historic Pensacola Preservation Board (850) 595-5985 • FAX: 595-5989
- Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476
- St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044
- Tampa Regional Office (813) 272-3643 • FAX: 272-2340

DIVISIONS OF FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



FLORIDA DEPARTMENT OF STATE
Katherine Harris
Secretary of State
DIVISION OF HISTORICAL RESOURCES

7608
MEMBER OF THE FLORIDA CABINET
State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

Mr. Steve M. Carroll
HARTline
Hillsborough Area Regional Transit
4305 East 21st Avenue
Tampa, Florida 33605-2300

July 5, 2002

RE: DHR Project File No. 2002-5742
Received by DHR June 6, 2002
Cultural Resources Assessment Survey of the Tampa Rail Project
Tampa, Hillsborough County, Florida

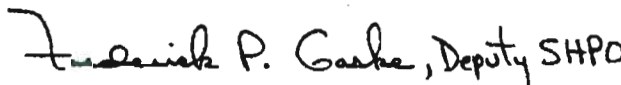
Dear Mr. Carroll:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties*. The State Historic Preservation Officer is to advise Federal agencies as they identify historic properties (listed or eligible for listing, in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

Results of the survey indicate that 468 previously unrecorded historic resources were identified and recorded. Sixty-four previously recorded historic resources were revisited. Based on the information provided, this office concurs with this determination for eligibility for all the historic resources except the following: 8HI750 - Old Citizens Bank Building (701 N. Franklin Street), 8HI3092 - Strand Theater (202 E. Twiggs Street), and 8HI909 - Florida Brewing Company Building (1223 E. 5th Avenue). It is the opinion of this office that these three building are not individually eligible for the National Register due to their extensive non-historic alterations. Finally, we find the submitted report complete and sufficient.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, by electronic mail sedwards@mail.dos.state.fl.us, or at 850-245-6333 or 800-847-7278.

Sincerely,


Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
(850) 245-6300 • FAX: 245-6435

Archaeological Research
(850) 245-6444 • FAX: 245-6436

Historic Preservation
(850) 245-6333 • FAX: 245-6437

Historical Museums
(850) 245-6400 • FAX: 245-6433

Palm Beach Regional Office
(561) 279-1475 • FAX: 279-1476

St. Augustine Regional Office
(904) 825-5045 • FAX: 825-5044

Tampa Regional Office
(813) 272-3843 • FAX: 272-2340



FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Ms. Joan Deming
Archaeological Consultants, Inc.
8110 Blaikie Court, Suite A
Sarasota, Florida 34240

August 7, 2008

Re: DHR Project File No.: 2008-04417 / Received by DHR: July 8, 2008
Cultural Resource Assessment Survey, Meadow Pond Acres, Hillsborough County, Florida

Dear Ms. Deming:

Our office received and reviewed the above referenced survey report in accordance with Chapters 267 and 373 of the *Florida Statutes*, for possible adverse impact to cultural resources (any prehistoric or historic district, site, building, structure, or object) listed, or eligible for listing, in the National Register of Historic Places (NRHP).

In June 2008, Archaeological Consultants, Inc. (ACI) conducted an archaeological and historical Phase I survey of the proposed Meadow Pond Acres development on behalf of G2 Services. ACI identified the previously unrecorded Seaboard Railway – Keysville Junction to Edison Junction historic railroad segment (8HI11335) immediately south of the project area during the investigation.

ACI determined that there is insufficient information to assess the NRHP-eligibility of the entire Seaboard Railway line, but the proposed project will not impact the resource because the corridor is outside the area for development. ACI recommends no further investigation of the subject parcel.

Based on the information provided, our office concurs with these determinations and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

However, in future surveys that identify a previously unrecorded historic linear resource, we request that the recorder assist our agency by plotting the corridor as far as possible within the county. This assists future researchers to identify the line and helps prevent multiple Florida Master Site File numbers from being assigned to the same resource.

For any questions concerning our comments, please contact April Westerman, Historic Preservationist, by electronic mail at amwesterman@doh.state.fl.us, or by phone at (850) 245-6333. We appreciate your continued interest in protecting Florida's historic properties.

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
(850) 245-6300 • FAX: 245-6436

Archaeological Research
(850) 245-6444 • FAX: 245-6452

Historic Preservation
(850) 245-6333 • FAX: 245-6437

APPENDIX D:
Survey Log Sheet

Ent D (FMSF only) / /



Survey Log Sheet

Florida Master Site File
Version 4.1 1/07

Survey # (FMSF only)

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Identification and Bibliographic Information

Survey Project (name and project phase) Downtown Viaduct Improvements PD&E Study

Report Title (exactly as on title page) Cultural Resource Assessment Survey Report, Selmon Expressway (SR 618) Downtown Viaduct Improvements PD&E Study, Hillsborough from Florida Avenue to 22nd Street, Hillsborough County Florida.

Report Author(s) (as on title page— individual or corporate; last names first) Archaeological Consultants, Inc. (ACI)

Publication Date (year) 2009 Total Number of Pages in Report (count text, figures, tables, not site forms) 74

Publication Information (Give series and no. in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
ACI, Sarasota; P09031

Supervisor(s) of Fieldwork (whether or not the same as author[s]; last name first) Deming, Joan

Affiliation of Fieldworkers (organization, city) ACI, Sarasota

Key Words/Phrases (Don't use the county, or common words like *archaeology, structure, survey, architecture*. Limit each word or phrase to 25 characters.) Crosstown Expressway, Downtown Viaduct, Tampa Union Station

Survey Sponsors (corporation, government unit, or person who is directly paying for fieldwork)

Name Tampa-Hillsborough County Expressway Authority

Address/Phone 1104 East Twiggs Street, Suite 300, Tampa, FL 33612

Recorder of Log Sheet Joan Deming Date Log Sheet Completed 9 /11 /09

Is this survey or project a continuation of a previous project? No Yes: Previous survey #(s) (FMSF only)

Mapping

Counties (List each one in which field survey was done - do not abbreviate; use supplement sheet if necessary) Hillsborough

USGS 1:24,000 Map(s) : Map Name/Date of Latest Revision (use supplement sheet if necessary): Gandy Bridge, Fla. 1987

Description of Survey Area

Dates for Fieldwork: Start 09/03/09 End 09/03/09 Total Area Surveyed (fill in one) hectares 85.3 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each): Width meters 400 feet Length kilometers 1.76 miles

Research and Field Methods

Types of Survey (check all that apply): archaeological architectural historical/archival underwater other: _____

Preliminary Methods (✓ Check as many as apply to the project as a whole.)

- Florida Archives (Gray Building) library research- *local public* local property or tax records other historic maps
- Florida Photo Archives (Gray Building) library-special collection - *nonlocal* newspaper files soils maps or data
- Site File property search Public Lands Survey (maps at DEP) literature search windshield survey
- Site File survey search local informant(s) Sanborn Insurance maps aerial photography
- other (describe) internet

Archaeological Methods (✓ Check as many as apply to the project as a whole.)

✓ Check here if **NO** archaeological methods were used.

- surface collection, controlled other screen shovel test (size: _____) block excavation (at least 2x2 M)
- surface collection, uncontrolled water screen (finest size: _____) soil resistivity
- shovel test-1/4" screen posthole tests magnetometer
- shovel test-1/8" screen auger (size: _____) side scan sonar
- shovel test 1/16" screen coring unknown
- shovel test-unscreened test excavation (at least 1x2 M)
- other (describe): _____

Historical/Architectural Methods (✓ Check as many as apply to the project as a whole.)

✓ Check here if **NO** historical/architectural methods were used.

- building permits demolition permits neighbor interview subdivision maps
- commercial permits exposed ground inspected occupant interview tax records
- interior documentation local property records occupation permits unknown
- other (describe): _____

Scope/Intensity/Procedures Background research; historical field survey; photos taken; CRAS Report prepared

Survey Results (cultural resources recorded)

Site Significance Evaluated? Yes No If Yes, circle NR-eligible/significant site numbers below.

Site Counts: Previously Recorded Sites 7 Newly Recorded Sites 0

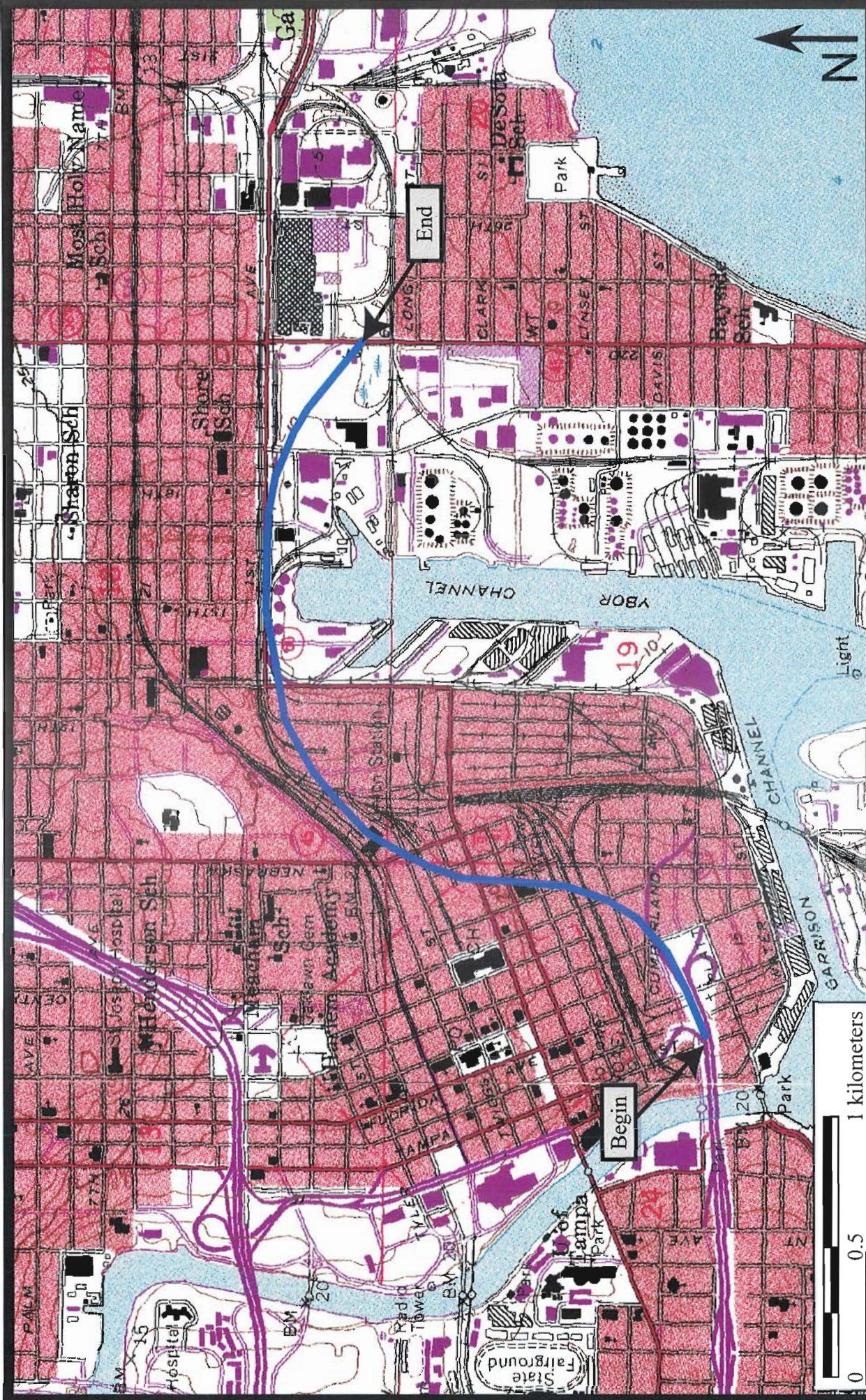
Previously Recorded Site #'s with Site File Update Forms (List site #'s without "8." Attach supplementary pages if necessary) NA

Newly Recorded Site #'s (Are you sure all are originals and not updates? Identify methods used to check for updates, i.e., researched Site File records. List site #'s without "8." Attach supplementary pages if necessary.) _____

Site Form Used: Site File Paper Form SmartForm II Electronic Recording Form

REQUIRED: ATTACH PLOT OF SURVEY AREA ON PHOTOCOPIES OF USGS 1:24,000 MAP(S)

DO NOT USE	SITE FILE USE ONLY	DO NOT USE
BAR Related		BHP Related
<input type="checkbox"/> 872 <input type="checkbox"/> 1A32 # _____		<input type="checkbox"/> State Historic Preservation Grant
<input type="checkbox"/> CARL <input type="checkbox"/> UW _____		<input type="checkbox"/> Compliance Review: CRAT # _____



Downtown Viaduct Improvements Project Location Map; Township 29 South, Range 18 East, Section 24; Township 29 South, Range 19 East, Section 17, 18 and 19 (GIS USGS Tampa 1982 mrg3220.tif).

Selmon Expressway (SR 618)
 Downtown Viaduct Improvements
 From Florida Avenue
 to South 22nd Street,
 Hillsborough County
 THEA Project Number: 52.20.02